

May 19, 2014

Caltrans

Division of Local Assistance, MS-1

Attention: Chief, Office of Active Transportation and Special Programs

PO Box 942874

Sacramento, CA 94274-0001

RE: Bell Gardens Citywide Safety Enhancement Project - Active Transportation Program

To whom it may concern:

Thank you for the opportunity to submit a grant application to the 2014 Active Transportation Program. Please find enclosed one (1) original, four (4) copies, and one (1) electronic copy (pdf) of the application for the City of Bell Gardens.

Should you require additional information or have any questions regarding the grant application, please contact me at (909) 979-6583. Thank you very much.

Sincerely,

Robert Beckman Program Manager



Bell Gardens Citywide Safety Enhancement Project

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ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 1 (Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html prior to filling out this application

Project name:	Bell (Bell Gardens Citywide Safety Enhancement Project						
For Caltrans use only:	TAP	STP	_RTP	SRTS	SRTS-NI_	SHA		
. c. camano acc cj		Non DAC	Plan					

I. GENERAL INFORMATION

(fill out	all of th	e fields below)		
APPLICANT (Agency name, address and zip code)		2. PROJECT FUNDIN	IG.	
City of Bed Gardens (Agency frame, address and Zip Code)		ATP funds Requested	-	802,000.00
7100 Garneld AVE. Bell Gardens, CA 90201		· ·	φ. \$	105 000 00
3. APPLICANT CONTACT (Name, title, e-mail, phone	#)	Matching Funds (If Applicable)	Þ	, , , , , , , , , , , , , , , , , , , ,
Chau Vu Director of Public Works CVu@bellgardens,org		Other Project funds	\$	0.00
(562) 334-1790		TOTAL PROJECT CO		997,000.00
4. APPLICANT CONTACT (Address & zip code)		5. PROJECT COUNT	Y(IES):	
8327 Garfield Ave Bell Gardens, CA 90201			Los A	Angeles
6. CALTRANS DISTRICT #- Click Drop down menu bel District 7	low	7. Application # 1	of_1	(in order of agency priority)
Area Description:				
9 Large Matropoliton Planning Organization				
 Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the 	SCAC	Southern Califo	rnia A	ssociation of Governn
drop down menu>	JOOAC	5 Godffierri Gallio	IIIIa A	330Clation of Governi
9. If "Other" was selected for #8-				
select your MPO or RTPA from the				
drop down menu> 10. Urbanized Area (UZA) population (pop.)-				
Select your UZA pop. from drop down menu>	Small	Urban (Pop =or<	<200,0	00 but > than 5,000)
Colour your oil i poper mann arop down mond	l			
Master Agreements (MAs):				
11. 🔀 Yes, the applicant has a FEDERAL MA with Cali 12. 🔲 Yes, the applicant has a STATE MA with Caltrar		5373-R		
13. If the applicant does not have an MA. Do you meet The Applicant MUST be able to enter into MAs with			ments?	Yes No
Partner Information:				
14. Partner Name*:		15. Partner Type		
16. Contact Information (Name, phone # & e-mail)		17. Contact Address	& zip cod	de
Click here if the project has more than one part	ner; atta	ch the remaining partne	er inform	nation on a separate page
*If another entity agrees to assume responsibility for the the agreement must be submitted with the application, a Agreement between the parties must be submitted with	and a co	py of the Memorandum		
Project Type: (Select only one)				
18. Infrastructure (IF) 🗵 19. Non-Infrastructure	ure (NI)	20. 0	Combine	d (IF & NI) 🔟

I. GENERAL INFORMATION-continued

Sub-Project T	Sub-Project Type (Select all that apply)									
21. 🔲	Bicycle Pl	Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed) Bicycle Plan Safe Routes to School Plan Pedestrian Plan Active Transportation Plan								
	(If applying for already has): Bike plan	_	ve Transportati edestrian plan	_	n- check any c Safe Routes to		plans that your agency			
22. 🗵	Bicycle and/or Bicycle only: Ped/Other:	Pedest	rian infrastructu Class I Sidewalk	re 🖂	Class II Crossing Imp	rovement	Class III Multi-use facility ■			
	Other: Vio	deo Bic	ycles Detectors	Bike	Route Signs, E	Bike Shared Lar	ne Markings			
23.	Non-Infrastruc	ture (No	on SRTS)							
24. 🔲	24. Recreational Trails*- Trail Acquisition									
	*Please see a	ddition	al Recreationa	l Trail	s instructions	before proce	eding			
25.	Safe routes to	school-	Infrast	ructur	e 🔲 Non-Inf	rastructure				
If SRTS is select	ed, provide the	followin	g information							
26. SCHOOL NAME & AD	DRESS:									
27. SCHOOL DISTRICT N	IAME & ADDRE	SS:								
28. County-District-Schoo	Code (CDS)	29 To	otal Student Enr	ollmer	nt I	30 Percentag	e of students eligible for			
20. Godiny-District-Gorioo	1 00de (0D0)	25. 10	nai Otadein Ein	Omne		free or reduce	ed meal programs **			
	11. Percentage of students that currently walk or bike to school			stude opose	nts living d for	33. Project dis middle school	stance from primary or			
**Refer to the Californ	a Department	of Edu	ıcation website	e: <u>htt</u>	p://www.cde.d	ca.gov/ds/sh/d	cw/filesafdc.asp			
Click here if the school official si						-	l information including			

V. PROJECT PROGRAMMING REQUEST

Applicant <u>must</u> complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hg/transprog/allocation/ppr new projects 9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- o Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

✓ New Project	t							Date:	5/20/14			
District	44.5	EA	files:	Project	ID	PPNO	MPO ID		TCRP No.			
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Project Ma	anage	er/Conta	ct	Pho	one		E-mail Ad	dress				
CI	hau V	'u		562.33	4.1790		Cvu@bellgar	dens.org				
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Construction		City of Be	JI G	ordons	_							
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Circulate Draf							Document Type	CE/CE	12/01/14			
Draft Project I							, , , , , , , , , , , , , , , , , , , ,					
		ental Phase (PA&ED Milestone) 12/01/14										
	gin Design (PS&E) Phase 10/01/14											
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End Construc							estone)		04/01/16			
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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

DTP-0001 (Rev	ised July 2013)					Date: 5/20/14
District	County	Route	EA	Project ID	PPNO	TCRP No.
07	LA					
Project Title:	Belll Gardens Citywide	Safety Enhancement	Project	1100		

	Proposed Total Project Cost (\$1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)		Heal	84 184W V	THE PARTY		To the state of	1710 793		
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R/W						11716			
CON				FULL DIE		The Agen		906	
TOTAL		59	938				100	997	

Fund No. 1:	ATP								Program Code
	Proposed Funding (\$1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)								N EL I	Caltrans
PS&E									
R/W SUP (CT)								The same	
CON SUP (CT)								THE RESERVE	
R/W									
CON			802					802	
TOTAL	THE STATE OF		802	Alternati	Color Sec.	Alle Carl	- 10 TO	802	

Fund No. 2:	Prop 1B								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)								(7-1-W)	City of Bell Gardens
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			104					104	
TOTAL		Con mil	104		STATE!	STATE		104	

Fund No. 3:	nd No. 3: Gas Tax								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)								Part Control	City of Bell Gardens
PS&E		59	32					91	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON								1. 2. 1.1.5	
TOTAL	1. A. P. T.	59	32	Isopetic		"commodile	1,100	91	

VI. ADDITIONAL INFORMATION Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)	Amount			
PE Phase (includes PA&ED and PS&E)	\$			
Right-of-Way Phase	\$			
Construction Phase-Infrastructure	\$	802		
Construction Phase-Non-infrastructure	\$			
Total for ALL Phases	\$	802		

All Non-ATP fund types on this project* (to the nearest \$1000)	Amount			
Prop 1B (match)	\$	104		
Gas Tax (match)	\$	91		
	\$			
	\$			
	\$			
	\$			

^{*}Must indicate which funds are matching

Total Project Cost	\$	997
Project is Fully Funded	Yes	

ATP Work Specific Funding Breakdown (to the nearest \$1000)	Amount
Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$
Request for Safe Routes to Schools Non-Infrastructure work	\$
Request for other Non-Infrastructure work (non-SRTS)	\$
Request for Recreational Trails work	\$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction		11/01/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
		_

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statement	nts contained in the application package are true and
complete to the best of their knowledge.	1 ×
Signature: Chau Vu	Date: 5/19/14 Phone: (562) 334-1790
Traine.	
Title: Public Works	e-mail: cvu@bellgardens.org
Local Agency Official (City Engineer or Public Wor contained in the application package are true and com	rks Director): The undersigned affirms that the statements aplete to the best of their knowledge.
Signature: I Oly	Date: 5/10/14
Signature:	Date: 7/9/19 Phone: (562) 334-1790
Title: Public Works Director	e-mail: cvu@bellgardens.org
School Official: The undersigned affirms that the sch closure list.	nool(s) benefited by this application is not on a school
Signature:	Date:
Name:	Phone:
Title:	e-mail:
Person to contact for questions:	
Name: Lissette Calleros	Phone: (909) 979-6586
Title: Project Consultant	e-mail: lcalleros@agi.com.co
Caltrans District Traffic Operations Office Approval If the application's project proposes improvements on operations of the facility, it is required that the propose operations office and either a letter of support or acknown or the signature of the traffic personnel be secured Signature: Name:	a freeway or state highway that affects the safety or ed improvements be reviewed by the district traffic owledgement from the traffic operations office be attached
Title:	e-mail:
riug.	C-111dil.

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:				
Rell Gardens	Citywide S	afety F	nhancement	Projec

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

\boxtimes	Vicinity/Location Map- REQUIRED for all IF Projects North Arrow Label street names and highway route numbers Scale
\boxtimes	Photos and/or Video of Existing Location- REQUIRED for all IF Projects Minimum of one labeled color photo of the existing project location Minimum photo size 3 x 5 inches Optional video and/or time-lapse
\boxtimes	Preliminary Plans- REQUIRED for Construction phase only Must include a north arrow Label the scale of the drawing Typical Cross sections where applicable with property or right-of-way lines Label street names, highway route numbers and easements
	Detailed Engineer's Estimate- REQUIRED for Construction phase only Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards Must identify all items that ATP will be funding Contingency is limited to 10% of funds being requested Evaluation required under the ATP guidelines is not a reimbursable item
	Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
	Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
	Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
	Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
X	Documentation of the public participation process (required)
	Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
X	Additional documentation, letters of support, etc (optional)



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 2 (Includes Narrative Sections II, III & IV)

PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. Project Location

The project is being constructed in the County of Los Angeles, throughout the entire city limits of the City of Bell Gardens, California.

Project Coordinates Latitude 33° 57' 55" N Longitude 118° 9' 2" W (Decimal degrees) (Decimal degrees)

3. Project Description

The City of Bell Gardens City Wide Safety Enhancement Project seeks to construct safety improvements for pedestrians and bicyclists. Construction of the project will include installation of pedestrian countdown signal heads, ADA compliant access ramps, bicycle route signage and shared lane markings as well as bicycle video detection at signalized intersections.

4. Project Status

Preliminary design of the City of Bell Garden's City Wide Safety Enhancement Project has been completed. The City's Engineering Department has conducted extensive review and analysis of the existing conditions in preparation of proposed improvements and to prepare preliminary design plans as well as a cost estimate for the project. Based on the scope of work proposed, the City is anticipating that the environmental documents will result in a categorical exemption. Therefore, detailed environmental studies will not be required for this project. Final design and construction will begin upon award of funding. The City is prepared to implement the project in accordance with the Caltrans Local Programs Procedures Manual.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding

Bell Gardens is located in the southeasterly portion of Los Angeles County between the cities of South Gate, Commerce and Downey. The City's Project will be constructed within the City Limits along various streets. The City is 2.5 square miles in area and the residents are located within 0.5 to 1.5 miles from several activity centers. The activity centers are; the casino, shopping centers 1 and 2, Ford Park, Veterans Park, Civic Center (City Hall, Police, Fire, Library, Post Office and DMV), and Senior Centers 1 and 2. In addition there are several elementary schools, a middle school and high school in Bell Gardens.

The City of Bell Garden's Safety Enhancement Project seeks to reduce pedestrian/bike collisions and improve safety by mitigating the safety hazards. The hazards include non-ADA compliant pedestrian ramps, non-bicycle loop detectors, poor sidewalk surfaces, non-high visibility signs and pavement markings for bicycles that diminish the visibility of pedestrian and bicyclists to motorists.

The City's projects include several countermeasures to address primary collision factors. The proposed countermeasures include:

- Countdown Pedestrian Signal Heads
- ADA Pedestrian Ramps
- Video Bicycle Detectors
- High Visibility Signage
- Pavement Markings for Pedestrians and Bicyclists

By installing the ADA compliant ramps, this would decrease right-of-way related collisions. Video detectors at signalized intersections are able to detect cyclists in left-turn lanes. High-visibility signs would reduce pedestrian and bicycle related collisions with vehicles. Bicycle pavement markings and signs would notify motorists that the roadway is shared with vehicles and bicyclists.

The City of Bell Gardens Safety Enhancement Projects seeks to install these counter measures as improvements, which aim to create a safe, pedestrian friendly environment. The project includes the installation of countdown pedestrian signal heads, ADA pedestrian ramps, video bicycle/vehicle detectors, sidewalk improvements, high visibility signage and pavement markings. The improvements further the City's efforts of creating a safer environment for pedestrians and bicyclists.

By installing the proposed improvements, the City seeks to improve the level of service realized by improving the quality of the pedestrian and bicycle environment. This is accomplished by retrofitting the existing improvements to make walking and bicycling a more viable option. In addition, mobility and access to the facilities and activity centers will be improved by providing a safe and continuous system that enables a person to successfully complete a trip. Several factors will be combined to create a pedestrian friendly environment including ease of access to the activity centers, appropriate street crossing features and easy connection to public transportation.

Consistency with Regional Transportation Plan (100 words or less) Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The City of Bell Gardens Safety Enhancement Project is consistent with Los Angeles County Metropolitan Transportation Authority's (Metro) Long Range Transportation Plan. The project will provide a safe pedestrian and bicycle system that enables a person to successfully complete a trip, thereby, reducing the number of motor trips within the City. The Project creates a pedestrian and bicycle friendly environment through ease of access to the City activity centers from the sidewalk and roadway network. The Project also seeks to apply for targeted funding to develop more safe, connected and walkable pedestrian environments that promote non-motorized transport.

IV. NARRATIVE QUESTIONS

- 1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)
 - A. Describe how your project encourages increased walking and bicycling, especially among students.

The City of Bell Gardens Project presents a unique opportunity to help promote and encourage walking and bicycling as viable modes of transportation. More specifically, this project will help encourage walking and bicycling by creating safe and adequate conditions for both walking and bicycling. Most importantly it will change prevailing community norms, which is driving to the various activity centers found within the project site.

The project area is comprised of the entire City of Bell Gardens. The proposed improvements consist of installation of video detectors at existing signalized intersections, ADA-Complaint Ramps, pedestrian countdown signal heads, bike route signage, and paint bike shared lane markings. All components of the proposed improvements are aimed to ensure safe travel for individuals who use active modes of transportation. In addition, the improvements are also designed to improve the mobility, safety, and efficiency of motorized traffic.

The project encourages walking and bicycling through installation of new countdown signal heads, which will further enhance safety at high risk intersections. Existing pedestrian signal heads are outdated and new "countdown" signal heads have been shown to encourage more pedestrians to use the pushbutton rather than jaywalk, according to Caltrans' Local Roadway Safety Manual. Pedestrian countdown signal heads provide visual information and guidance to all commuters regarding the amount of time remaining to safely cross an intersection. A pedestrian countdown signal contains a timer display and counts down the number of seconds left to finish crossing the street. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing. These new signal enhancements will also be beneficial to students by helping them cross safely. In addition, the proposed project will also include

installation of ADA-Compliant Ramps to accommodate accessibility for disabled or handicapped and elderly individuals.

One of the goals of this project is to create a bike-friendly environment, to encourage residents especially students to bike to their destinations. The proposed project will create painted bike shared lane markings throughout the City. (See Activity Center Improvement Plan). These shared lanes are heavily focused on routes leading to schools, activity centers, and transit stops. Along with the shared lane markings, the proposed project will also include installation of bicycle route signs reminding motorist to be on the lookout for bicyclists and to share the road.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

Manual bicycle and pedestrian counts were conducted at the El Selinda Avenue and Agra Street intersection, approximately 1000 feet west of Bell Gardens High School and Cesar Chavez Elementary School, by an Engineering consultant with a manual count method in 2013. At this intersection a total of 120 and 101 pedestrians and bicyclists were observed during the AM and PM peak hours, respectively. At the Garfield Avenue and Muller Street intersection, a neighborhood adjacent to a few local markets, specialty shops, and eateries and also less than 2000 feet away from Bell Gardens Elementary School and approximately 1000 feet away from John Anson Ford Park, a total of 26 and 72 pedestrians and bicyclists were observed during the AM and PM peak hours, respectively, by the City's Engineering consultant with a manual count method in 2013.

Based on the above collected pedestrian and bicyclist counts, approximately 130 and 110 pedestrians and bicyclists are expected to cross the El Selinda Avenue and Agra Street intersection after construction based on the 7% estimated increase rate. At the Garfield Avenue and Muller Street intersection, approximately 30 and 80 pedestrians and bicyclists are expected to cross the intersection after construction. The 7% increase rate was derived from the previous Before-and-After Study

previously conducted for the Safe Routes to School Program for Suva Elementary and Intermediate and Bell Gardens Elementary Schools.

Bell Gardens High School provided the number of students who walked or rode bicycles to school in 2011. Therefore, the number of new students walking or bicycling to school can be surveyed by the school to determine future use.

It is projected that with the city-wide proposed improvements; Bell Gardens has a potential to increase pedestrian and bicycle activities significantly.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The proposed improvements have been designed to provide additional routes that can be utilized for bicycling, walking and jogging, among other non-motorized modes of transportation. These additional pathways will increase the physical activity levels and fitness of the residents by providing safe places for activity. The community will have safer access to public spaces, such as parks, recreational centers, schools and civic center. In addition to recreational uses, upon completion the improvements will also provide an additional safe alternative mode of transportation.

Upon construction of the improvements, the project will connect to the casino, two (2) shopping centers, two (2) parks, the civic center including city hall, public library, a police station, a fire station and a post office, two (2) senior centers, a senior apartment building, 31 bus stops, and eight (8) elementary, intermediate or high schools and community hospitals as shown in Figure 1.

The proposed city-wide improvement project consists of several improvements that have been designed to improve walking and bicycling. This includes installation of video detection to allow cyclists to safely cross signalized intersections, ADA-Compliant Ramps to service elderly and handicapped and disabled individuals, pedestrian countdown signal heads to increase pedestrian and bicyclists crossing safety and painted shared bike lane markings and signage to increase bicyclists safety.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

Currently, there is inadequate access in terms of safety and availability to the abovementioned facilities. However, through installation of the aforementioned improvements, the City of Bell Gardens will improve the connectivity and accessibility to facilities present in the area. Safety plays a great factor in improving connectivity. The locations of these improvements are strategically chosen along the arterial corridors where activity centers, schools, and employment hubs are present. Connecting these facilities will remove gaps and barriers and increase mobility amongst pedestrians and bicyclists.

Installation of ADA compliant ramps will provide continuous access to the elderly and handicapped population by removing any barriers to sidewalks. In addition, installation of shared lane markings and route signage will provide a fully connected bicycle network removing any current gaps the City has remaining. By creating continuous bicycle routes that safely connect to the various schools, athletic facilities, local parks, transit and businesses, residents will be encouraged to walk or bike to their final destination rather than making a short trip using a motorized vehicle.

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. $(0-25\ POINTS)$

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

The project focuses on constructing and installing six types of major improvements for pedestrian and bicycle safety. Sidewalk improvements will provide pedestrians a safer means of transportation, reducing hazards caused by motor vehicles and preventing pedestrians from injury. Installing ADA-compliant pedestrian ramps will decrease right-of-way related collisions with pedestrians and motor vehicles by providing wheel chair bound and other elderly and handicapped individuals to access the sidewalk, removing them from the roadway. Video detectors at signalized intersections will allow cyclist to be recognized by the signal, changing the signal to provide a green

light, allowing the cyclist to safely continue through the intersection. According to the Caltrans Local Roadway Safety Manual, "Nearly one-third of all pedestrian related crashes occur at or within 50 feet of an intersection." Therefore it is imperative that pedestrians and cyclist have the ability to change the signal to allow them to safely pass through the intersection. In addition, existing pedestrian signal heads are outdated and will be replaced with new "countdown" signal heads that have been shown to encourage more pedestrians to use the pushbutton rather than jaywalk, according to Caltrans' Local Roadway Safety Manual. A pedestrian countdown signal contains a timer display and counts down the number of seconds left to finish crossing the street. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing. These new signal enhancements will be beneficial to pedestrians including students traveling along their route to school by helping them cross safely. Finally, the project will provide for the installation of bike route signs and shared lane markings. Bicycle pavement markings and signs will notify motorists that bicyclists have a right to utilize the roadways, therefore effectively increasing bicycle safety by reducing the risk of potential injuries or fatal collisions.

- B. Describe if/how your project will achieve any or all of the following:
- Reduces speed or volume of motor vehicles

Installation of video bicycle detectors, pedestrian countdown signal heads, signage and markings will reduce the volume of motor vehicles by enhancing the safety of the pedestrian and bicycle environment, which will encourage more residents to get out of their cars to walk and bike.

Installation of bike route signs with higher visibility and bike lane markings will also reduce the speed of motor vehicles. This is achieved by making motorists more aware of pedestrians and bicyclists and their obligation to share the road.

Improves sight distance and visibility

As previously stated the project is expected to reduce volumes by taking residents out of motor vehicles. In doing so site distance and visibility will be greatly improved by removing obstacles, such

as cars and trucks, from the remaining motorist's line of site. In addition, installation of new Bike Route signs and shared lane markings will improve visibility of cyclist and pedestrians by motorists.

Improves compliance with local traffic laws

Installation of video bicycle detectors at signalized intersections will improve compliance with local traffic laws by bicyclists and motor vehicles because it will force them to properly use/share the road. Installation of pedestrian countdown signal heads will improve compliance with local traffic laws by pedestrians, bicyclists and motor vehicles because it will force them to comply with proper intersection and street crossing techniques. Higher visibility signs will force motor vehicles and bicyclists to comply with local traffic laws because they will increase advance warning and knowledge. Bike lane markings will notify motor vehicles of their obligation to comply with local traffic laws and share the road.

Eliminates behaviors that lead to collisions

ADA-compliant pedestrian ramps will eliminate behaviors that lead to right-of-way collisions with pedestrians by providing improved and easier accessibility. Video bicycle detectors will eliminate bicyclist and motor vehicle collisions by providing bicyclists the ability to properly travel through signalized intersections. Additional pedestrian countdown signal heads will eliminate collisions between pedestrians, bicyclists, and motor vehicles by providing them the ability to cross streets safely. Higher visibility signs will eliminate behaviors that lead to collision between bicyclists, pedestrians, and motor vehicles by reminding them of their presence, making residents alert and cautious. Bike lane markings will eliminate behaviors that lead to collisions between bicyclists and motor vehicles because they will become more aware of the need to share the road.

o Addresses inadequate traffic control devices

The project will address inadequate ADA-compliant ramps, video bicycle detectors, pedestrian countdown signal heads, bicycle signs and shared lane markings by installing or constructing new traffic control devices.

Addresses inadequate bicycle facilities, crosswalks or sidewalks

The project will address inadequate bicycle facilities, crosswalks, and sidewalks by installing and/or constructing improved and/or new bike lane markings, bike signs, ADA-compliant ramps, video bicycle detectors at signal intersections and pedestrian countdown signal heads.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Potential safety hazards include non-ADA compliant pedestrian ramps, missing bicycle loop detectors, outdated pedestrian countdown signal heads, signs that lack visibility, missing or poor pavement markings all of which make it difficult for motorists to be aware of possible pedestrian or bicycle activities in advance.

The Transportation Injury Mapping System reported 160 pedestrian or bike collisions within 5 years (2006-2011) in the City of Bell Gardens. The entire City was used to collect data because the project improvements are scattered throughout, with 37 separate locations. Of these collisions, 49.4% resulted in a visible injury, 43.8% reported pain from injury, and the remaining 6.8% is divided between fatalities and severe injuries. The collision types include: nine head-on, eleven sideswipes, one rear end, fifty-one broadsides, seventy-three vehicle/pedestrian, seven not stated, and eight other. The primary collision factors for the 160 collisions in this area include: 1.3% driving or bicycling under the influence of alcohol or drug, 1.3% unsafe speed, 11.9% wrong side of road, 0.6% improper passing, 0.6% unsafe lane change, 3.8% improper turning, 13.1% automobile right of way, 19.4% pedestrian right of way, 20.6% pedestrian violation, 11.9% traffic signals and signs, 1.9% unsafe starting or backing, and 13.7% other, unknown, or not stated. Motor vehicles were involved with 46.3% pedestrian collisions and 52.5% bicycle collisions.

According to City-Data, within the City of Bell Gardens two pedestrians were involved in fatal accidents from 2010 through 2011. There were 17.9 pedestrians involved in fatal accidents (per 100,000 population) between 2003 and 2011.

Figure 3 (attached) displays concentrated collision locations with the colors green, yellow, and red, with red demonstrating higher collision occurrences. The concentrated areas are very near and surrounding schools and recreational places. Also attached is a map of the 160 pedestrian or bicycle collisions within 2006-2011 in the City of Bell Gardens as well as a collision diagram and summary statistics.

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

In an effort to ensure optimal community participation, the City of Bell Gardens enlisted the assistance of the Montebello Unified School District and its Public Works Department to engage a city-wide pedestrian and bicycle survey. In cooperation with the School District, pedestrian and bicycle surveys were distributed to students at four elementary schools (Bell Gardens, Caesar Chavez, Garfield, and Suva), and two intermediate schools (Bell Gardens and Suva) during the last week of May 2013.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

A total of six thousand surveys were distributed to each of the schools classrooms. The delivery method offered optimal accessibility for household participation by eliminating the need for families to attend a separate meeting. In order to encourage student participation, all surveys were entered into a raffle for an age appropriate bicycle. A male and female bike for each grade at each school was raffled at the end of the year. The survey received 1068 responses from middle and elementary school families.

The City of Bell Gardens is a high pedestrian community. Of the 1068 respondents, survey results showed that 65 percent of the students responding walk to and from school; 38 percent travel to and from school by car while only 4 percent ride a bicycle or take the bus. Overall, survey responses were very supportive of the proposed improvements. Surveys identified a number of insufficient pedestrian and bicycling amenities. Comments included identifying routes including sidewalks and crosswalks that are in adequate for pedestrian travel; describing areas as unsafe for not having enough crosswalks, too many pot holes and cracks on the sidewalks/streets, no crossing guards, no bike lanes, bike racks, etc.

In an effort to continue community engagement the City created a website to further communicate with families on matters related to walking and bicycling in the City as well as staying active and living healthy.

C. Is the project cost over \$1 Million? Y/N N

4. COST EFFECTIVENESS (0-10 POINTS)

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

The City of Bell Gardens Public Works Department reviewed each project location to determine the appropriate improvements. Bell Gardens is unique is that every resident is located within 0.5 to 1.5 miles from all the activity centers. Due to the nature of the proposed improvements, the City was not able to consider any build alternatives. Therefore, the two options considered were the "build" and "no build" alternatives.

The "No Build" alternative would results in the current conditions remaining the same and would not represent any cost to the City. This alternative was not selected due to its lack of improvements to the current pedestrian and bicycle environment. In this alternative ADA accessibility improvements and traffic and pedestrian signal are not improved.

The selected option, the "Build" alternative will provide the improvements identified by residents and further supported by the Public Works Engineering review of the project sites and available data. This alternative was selected due to its benefit to the pedestrian and bicycle environment. The project provides various benefits including both direct benefits to users from improved ATP conditions and indirect benefits including reduced motor vehicle travel, lowered greenhouse gas emissions, air quality benefits and physical health improvements from increased walking and biking activities.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\textit{Benefit*}}{\textit{Total Project Cost}}$ and $\frac{\textit{Benefit*}}{\textit{Program Funds Requested}}$).

The benefit estimation is derived on information from three data sources; (1) Bike/Pedestrian demand forecasts, (2) detailed cost estimates and (3) the Benefit Factor developed by the Victoria Transport Policy Institute (VTPI). The demand forecasting results provide increased bicycle and pedestrian miles as well as reduced vehicle miles traveled. This information, derived values, are then multiplied by the economic benefit factors from VTPI that account for three main benefits from ATP type projects. These include:

- Changes in human health effects associated with increased active travel behaviors, walking and biking.
- Reduced driving as well as improved air quality, reduced CO2
- Land use impacts created by more walkable and bikable communities
- Other economic benefits associated with reduced vehicle travel miles including parking costs, congestion reduction and energy conservation.

After the benefits are calculated, they are compared to the direct project costs to calculate the life time Benefits/Costs Ratio (BC Ratio).

The City utilized the following method to estimate increases in bicycle and pedestrian activity. The goal of the forecast is to estimate an increase in bicycle and pedestrian trips, and bicycle and pedestrian miles traveled. The three primary processes are:

- 1. Data Collection and Travel Shed Identification
- 2. Establishment of Existing Pedestrian and/or Bike Travel Demand within the Travel Shed
- 3. Estimation of Increased Pedestrian and/or Bike Travel Demand within the Travel Shed

Process 1: Data Collection and Travel Shed Identification

This method utilizes technology to combine the information from three main sources to identify the travel shed.

- Existing bicycle and pedestrian counts
- Population and commute mode shares from the 2010 Census
- Average Daily Trips (ADT) within the corridor and all-purposes trip mode share from the California Air Resources Board

Process 2: Establishing Existing Pedestrian/Bicycle Travel Demand

The socio-economic and trip count data collected in Process 1 are used to estimate the trips within the travel shed. The Caltrans Household Travel Survey (2012) was used to convert the commute modes share to all trips share with further revision for students utilizing the 2009 National Household Travel Survey (ACS). This allowed for the development of the number of new trips generated by the activity centers and is dependent on many factors including but not limited to: land use patterns, connectivity, activity centers, length of facility and existing demand.

Process 3: Estimation of Increased Pedestrian and/or Bike Travel Demand within the Travel Shed

The analysis resulted in a conservative estimate of 30% increase for bicycle forecasts and 10% increase for pedestrian forecast. The City's identified activity centers increases the likelihood of trips within the project area.

To extend the forecast to 2035, the draft tool developed by Cambridge Systematics was used and averaged with Metro's Bicycle Sketch Plan Model.

Summary:

The estimated ratio of benefits of the project relative to both the total project cost and funds requested are summarized below. The BC Ratio assumes a 20 year life cycle and the costs and benefits have been adjusted to 2014 dollars.

BC Ratio Summary	Based on Total Project Cost	Based on Funds Requested
Benefits	\$5,957,691	\$5,957,691
Direct Cost	\$997,447	\$883,039
Benefits/Costs	5.97	6.75

5. IMPROVED PUBLIC HEALTH (0-10 points)

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The City of Bell Gardens offers a variety of recreational opportunities to its residents through eight parks, a youth center, a senior center, and a golf course. These parks and centers offer sports, activities, arts programs, day camp, swimming, and a skate park. The City of Bell Gardens also has four elementary schools, two middle schools, and a high school. The proposed project aims to create a safer environment for the residents of Bell Gardens to utilize as both a means of transportation and for increased health benefits. It is envisioned that by providing a safer pedestrian and bicycle environment throughout the city, residents will be encouraged to walk and bike more for recreational purposes, as well as to travel to local schools, parks, recreational facilities, employment hubs, and shopping centers. With an increase in physical activity through active transportation methods, the community's health will improve and the high risk of chronic health conditions will decrease and be prevented.

The City of Bell Gardens falls under the jurisdiction of the Los Angeles County Department of Public Health, Service Planning Area 7 – East (SPA 7). In a report published in 2011 by the Department of Public Health titled "Obesity and Related Mortality in Los Angeles County," the director states there are marked geographic disparities in obesity rates that have been observed – adults and school-age children from socioeconomically disadvantaged communities have significantly higher obesity rates than more affluent communities. Bell Gardens is considered a disadvantaged community. Bell Gardens is in the 4th quartile (highest) of adult obesity prevalence within Los Angeles County in 2007, possibly a result of the City's consideration as a disadvantaged community. (Refer to "Figure 1," attached) "Table 1-Adult and Childhood Obesity" provides the adult and child obesity prevalence, as well as death rates for chronic disease related to obesity, for Bell Gardens. The obesity prevalence and death rates for Bell Gardens are higher than the Los Angeles County statistics.

According to the obesity report, obesity has emerged as a major driving force of health care costs, resulting mainly from the fact that obesity increases the risk for a large number of chronic conditions including diabetes, stroke, and heart disease. According to the report "Preventing Childhood Obesity: The Need to Create Health Places – 2007" released by the Department of Public Health, children who are obese are more likely to develop diabetes and other chronic conditions such as asthma, high blood pressure, high cholesterol, orthopedic problems, liver problems, and breathing problems during sleep. These chronic conditions are among the leading causes of death in SPA 7 and they are preventable.

The report "Mortality in Los Angeles County 2010: Leading Causes of Death and Premature Death with Trends from 2001-2010," published by the Department of Public Health, states that 22% of the deaths in Los Angeles County in 2010 were caused by coronary heart disease (12,635 deaths out of 56,538 total deaths), which was the leading cause of death and premature death. Diabetes

(1,894 deaths) remained an important cause of death and premature death. Heart disease, stroke, and diabetes were among the five leading causes of death in SPA 7. (Refer to "East (SPA 7)" chart, attached) The leading causes of death in Los Angeles County for Hispanics, who are a majority of the population in Bell Gardens, is heart disease, stroke, and diabetes. (Refer to "Hispanic" chart, attached) Again, these chronic health conditions and deaths that affect Bell Gardens are preventable.

Prevention and control of obesity will reduce both morbidity and mortality related to diabetes, stroke, heart disease, and over all disability, increasing wellness and longevity among the LA County population, and potentially reducing related health care costs. The benefits of regular physical activity have been well documented to reduce the risk of heart disease, cancer, diabetes, obesity, and premature death. Some studies have shown that for every hour of walking, life expectancy may be increased by two years. From weight control to building muscle and strength and living longer, physical activity, according to the Centers for Disease Control and Prevention (CDC), is one of the most important activities to promote health. Regular physical activity can improve health and wellbeing and reduce the risk of chronic illness for all ages.

The City of Bell Gardens is fortunate to have many parks and recreational facilities. The proposed project will provide safer and easier access to these facilities and to schools, providing residents the opportunity to increase their physical activity by encouraging them to use active modes of transportation, both of which can proliferate health benefits. The safer and easier access to outdoor attractions will encourage more physical activity for residents of all ages, increasing the health of the City as a whole and targeting those populations who have a high risk factor for preventable chronic diseases. With all the benefits of physical activity and its ability to reduce the risk of so many chronic diseases and therefore lower death rates, the proposed project would be immensely beneficial to the City of Bell Gardens and its residents who currently suffer from several preventable chronic diseases and deaths.

6. **BENEFIT TO DISADVANTAGED COMMUNITIES** (0-10 points)

- A. I. Is the project located in a disadvantaged community? Y/N Y
 - II. Does the project significantly benefit a disadvantaged community? Y/N
- Υ
 - a. Which criteria does the project meet? (Answer all that apply)
 - o Median household income for the community benefited by the project: \$38,272
 - California Communities Environmental Health Screen Tool (CalEnvironScreen) score
 for the community benefited by the project: Top 10%
 - For projects that benefit public school students, percentage of students eligible for the
 Free or Reduced Price Meals Programs: 96.89 %
 - b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

The City of Bell Gardens is well documented as a disadvantaged community, meeting all of the criteria specified in the program guidelines

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

The ATP ensures healthy equity by promoting active modes of transportation. The City of Bell Gardens will benefit significantly from the ATP by providing connections and linkages to ensure the success of active modes of transportation. The City of Bell Gardens qualifies immensely within all measures of being a disadvantage community.

According to the American Community Survey (5-year estimate: 2008-2012), the City of Bell Gardens has a median household income of \$38,272, which is well below the State of California. The City is situated just 13 miles southeast of the Los Angeles Civic Center. It is a dense community of 41,332 residents living in an area spanning just 2.4 square miles, making it one of the densest cities in region. The proposed improvements will take place city-wide. As a result, 100% of the project funding will benefit the disadvantage communities within the City of Bell Gardens. The City's proposal will improve the quality of life for all economically disadvantaged residents. Development in

the City of Bell Gardens is predominantly residential with many low and very low income residential clusters throughout the City. The proposal will benefit the City as well as the residents living within it. By considering both people and place the economically disadvantaged residents of Bell Gardens will have better access to safe modes of active transportation.

There are nine (9) Census Tracts within the city limit of Bell Gardens, Census Tracts 5342.01, 5342.02, 5342.03, 5341.01, 5341.02, 5339.01, 5339.02, 5340.01, and 5340.02. Two (2) of these census tracts scored within the Top 10% while the rest scored within the Top 5%. The City of Bell Gardens is located adjacent to the SR-710 and I-5 Freeway. The City also provides major arterial routes for automobiles making it a highly motorized and congested area. Due to these characteristics, the City is disproportionately burdened by pollution.

Finally, according to the National School Lunch Program (NSLP), 96.89% of public school students in the project area are eligible to receive free or reduced-price meals. Studies have shown that there is a strong correlation between economic hardship and health factors such as adult and childhood obesity, diabetes and other general health ailments related to inactive lifestyle ("How Social & Economic Factors Affect Health" - LA County Department of Health). The proposed project will encourage students to walk and bike and promote active modes of transportation. Students can safely navigate their way to their schools and other points on interests while meeting their daily requirements of physical activity.

Throughout the area, travel to nearby schools, parks, recreational facilities, employment hubs, and shopping centers takes place predominately by automobile. The proposed improvements will service academic institutions such as Bell Gardens High, Bell Gardens Intermediate, Bell Gardens Elementary, Suva Intermediate, Suva Elementary, Garfield Elementary, and Cesar Chavez Elementary School.

In addition, the project area also caters to numerous activity centers and recreational facilities; including John Anson Ford Park, Darwell Park, Bell Gardens Park. Multiple employment hubs are located throughout the City of Bell Gardens such as the Bicycle Casino, City Hall, Public Library, DMV Office, Senior Center, Bell Gardens Family Medical Center, other professional and medical offices, numerous eateries, neighborhood markets and shopping centers.

Currently, there is an inadequate access in terms of safety and availability to the abovementioned facilities. Providing residents safe access to these destinations will promote the use of active modes of transportation including walking and bicycling.

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description
Project Map

Detailed Estimate Preliminary Plan

Project Schedule

The corps agencies can be contacted at: California Conservation Corps at: www.ccc.ca.gov

Community Conservation Corps at: http://calocalcorps.org

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N
 - a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

The CCC requested application information was submitted on May 15, 2014 to:

Virginia Clark

California Conservation Corps

(916) 341-3147

Virginia.clark@ccc.ca.org

- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N
 - a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

The CALCC requested application information was submitted on May 15, 2014 to:

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200 Sacramento, CA 95814 (916) 558-1516 ext. 126 Cynthia@esgcalifornia.com

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

The City is fully committed to partnering with the CCC, however, the CCC stated they will not be participating in this ATP project.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

The City is fully committed to partnering with the Los Angeles Corps, however, the Los

Angeles Corps stated they are not interested in participating in this ATP project.

8. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)

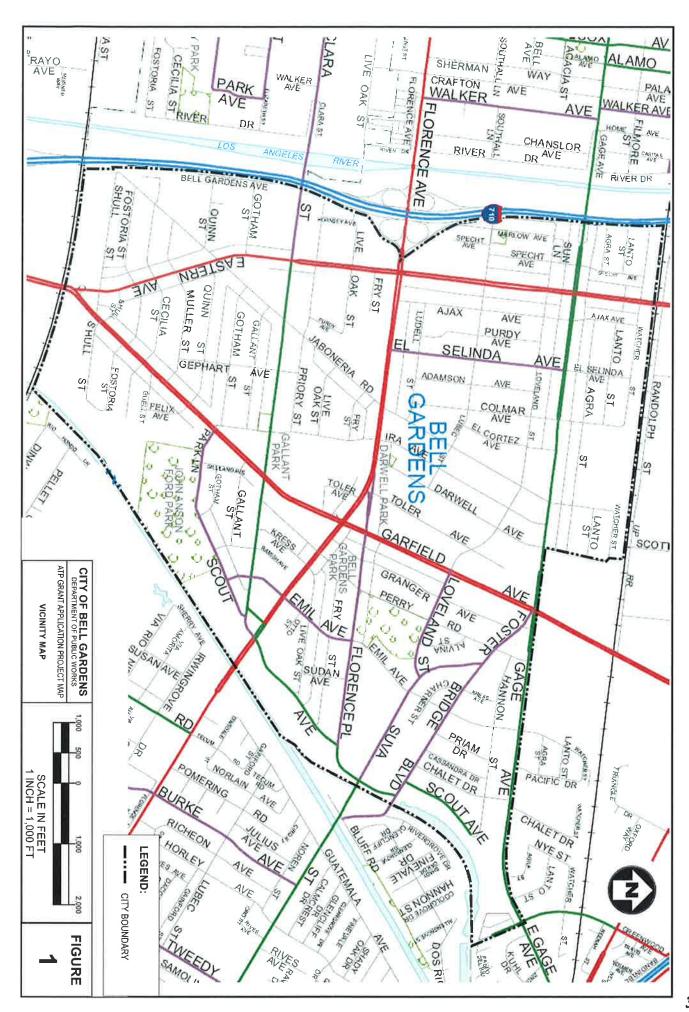
A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The City of Bell Gardens has successfully completed all of its ATP type grants within the past 5 years and does not have any failures to report. Over the last 75 years the City has successfully implemented and administered over \$6.4 million in federally and state grant-funded projects of which \$1 million has been improvements as a result of HSIP and Safe Routes to School grant funds. Furthermore, the City recently completed a \$170,000 Safe and Healthy Kids Campaign funded with non-infrastructure Safe Routes to School grant funds.



Bell Gardens Citywide Safety Enhancement Project

Vicinity/Location Map





Bell Gardens Citywide Safety Enhancement Project

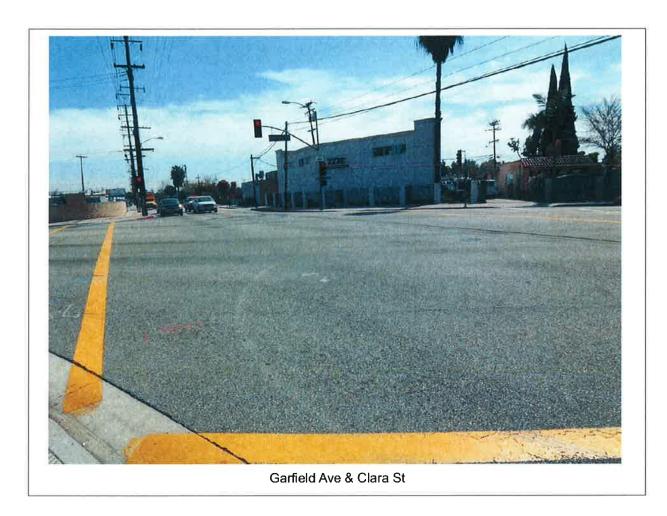
Photos of Existing Location



Eastern Ave and Watcher St

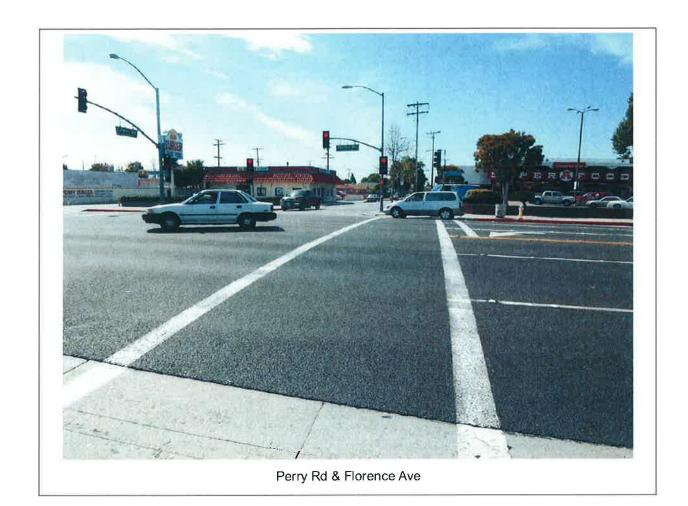
Eastern Avenue and Watcher Street intersection

- No ADA Compliant Ramps
- No Video Detectors
- No Pedestrian Countdown Signal Heads



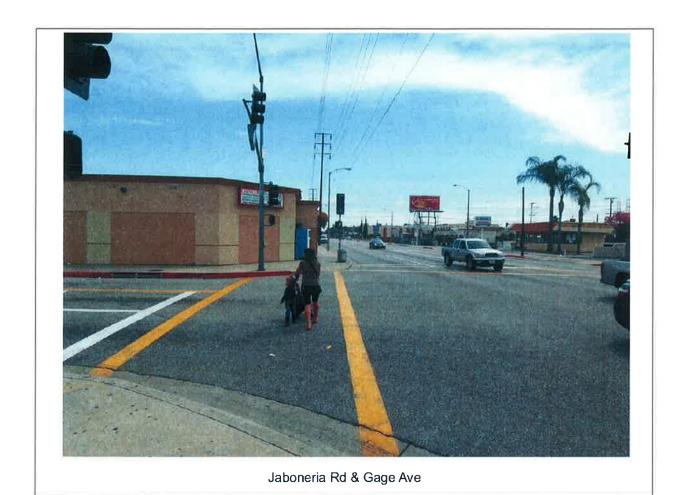
Garfield Avenue and Clara Street intersection

- No ADA Compliant Ramps
- No Video Detectors



Perry Road and Florence Avenue intersection

• No Video Detectors



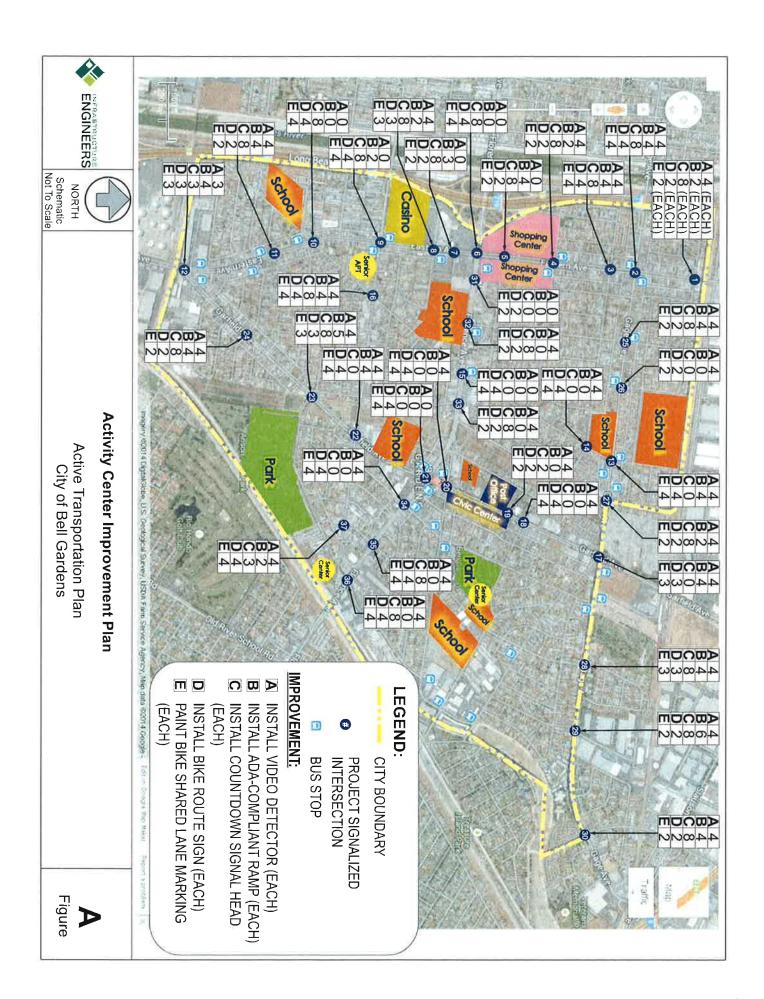
Jaboneria Road and Gage Avenue intersection

- No ADA Compliant Ramps
- No Video Detectors



Bell Gardens Citywide Safety Enhancement Project

Preliminary Plans





Bell Gardens Citywide Safety Enhancement Project

Detailed Engineer's Estimate

ACTIVE TRANSPORTATION PROGRAM, CYCLE 1 CITY OF BELL GARDENS - CONSTRUCTION ESTIMATE

Bid Item



Orange, CA 92865 1815 E, Heim Ave, Suite 200

Tel: (714) 940-0100

Fax: (714) 940-0700

TOTAL \$910,415	TOTAL				Somming 1870
					Contingency10%
Subtotal \$827,650	Subtotal				
105 450 \$47,250 ATP		105		EA	nstall Painted Shareed Bike Lane Markings
113 300 \$33,900 ATP		113		EA	Install Bike Route Signs
188 750 \$141,000 ATP		188		ΕA	Install Countdown Pedestrian Heads
115 1,250 \$143,750 ATP		115		ΕA	Install Video Detection on Existing Traffic Signals
74 3,500 \$259,000 ATP		74		ΕA	Construct Concrete ADA Compliant Curb Ramp with Gutter
15,000 6 \$90,000 ATP		15,000		SF	Construct Sidewalk
148 200 \$29,600 Local/ATP		148		EA	Remove Existing Sign and Post
1 10,000 \$10,000 Local	1 10,000	_		SJ	Remove of Other Existing Improvements
		15,000		SF	Remvoal of Existing Concrete Improvemenets and Disposal
1 11,770 \$11,770 Local	1 11,770	1		LS	Surveying (1.5%)
1 7,845 \$7,845 Local	1 7,845	1		LS	Traffic Control (1%)
1 23,535 \$23,535 Local	1 23,535	_		LS	Mobilization/Demobilization (3%)
I QUANTITY PRICE AMOUNT	QUANTITY		<u></u>	UNIT	ITEM
ared by: iittal: ked by:		·			IE Project No. 6027.XXX
Date: 4/13/2014					

6



Bell Gardens Citywide Safety Enhancement Project

Documentation of the Public Participation Process



SAFE & HEALTHY KIDS





Dear Varent

and active lifestyle from an early age appealing transportation choices; thus encouraging a healthy help make bicycling and walking to school safer and more activity for children and their families. As a result, these programs create safer streets, improve communities and promote physical Montebello Unified School District. The purpose of this grant is to Grant which was awarded to your City in collaboration with the This survey is being provided as part of the Safe Routes to School

a larger event held at your school at the end of the year, By completing this survey, your child will be entered into a raffle for prizes including a bicycle and helmet. The raffle will be part of

FRIDAY, MAY 31, 2013 TO ASSURE THEIR PARTICIPATION IN THE RAFFLE. CHILD SUBMIT TO THEIR TEACHER NO LATER THAN PLEASE COMPLETE THE SURVEY AND HAVE YOUR

Department of Public Works at (562) 806-7770. For questions, please contact the City of Bell Gardens,

I hank you

Estimados padres de familia,

seguras y más atractiva opciones de transporte, fomentando ayudan a andar en bicicleta y caminar a la escuela más así un estilo de vida activo y saludable desde una edad los niños y sus familias. Como resultado, estos programas mejorar las comunidades y promover la actividad física para El proposito de esta subvención es crear calles más seguras, colaboración con el Distrito Escolar Unificado de Montebello Seguras a la Escuela Grant que fue otorgado a la ciudad en Esta encuesta se proporciona como parte de las Rutas

un evento celebrado en la escuela al final del año. premios que incluyen una bicicleta y casco. La rifa será parte de Al completar esta encuesta, su hijo será incluido en el sorteo de

 VIERNES, 31 DE MAYO, 2013 PARA ASEGURAR SU PARTICIPACIÓN EN EL SORTEO A SU MAESTRO NO MÁS TARDE DE EL POR FAVOR COMPLETAR LA ENCUESTA Y PRESENTE

SURVEY

Públicas al (562) 806-7770. Ciudad de Bell Gardens, Departamento de Obras Si tiene preguntas, póngase en contacto con la

aracias



Name of School

Nombre de Escuela

Name of Student:
Nombre del Estudiante:

Home Room Number, Teacher, Grade:
Casa Habitación Número, Maestro, Grado:

Are you a Boy or a Girl?
¿Eres un Niño o una Niña?

Boy/Niño Girl/Niña

*Do you own a bike?
*¿Es dueño de una bicicleta?

Yes/Sí No/No

*ALL participants are eligible to win a bicycle!

*Todos los participantes son elegibles para ganar una bicicleta!

Please return this form to your primary teacher.

¿Cuáles son sus preocupaciones acerca de caminar/andar en bicicleta a la escuela?

What are your concerns about walking/biking to school?

Por favor devuelva este formulario a su maestro primario.

WALK / BIKE TO SCHOOL SURVEY Caminar / Bicicleta de la Encuesta Escolar

□ Walking/Caminando □ Bi □ Bus/Autobús □ Ca □ Besides walking or bicycling to sch and how often? Además de caminar o andar en bica física y con qué frecuencia?	None 1-5 days 5-10 days 11-20 days Nada 1-5 días 5-10 días 11-20 días	How many days in the past month land other time)? ¿Cuántos días en el último mes ha len cualquier otro momento)	What is your basic form of transportation to and from school? ¿Cuál es la forma básica de transporte hacia y desde la escuela? Walking/Caminando Bicycle/Bicicleta Oth Bus/Autobús Car/Carro	Less than 1/4 mile Menos de 1/4 milla 1/4 Menos de 1/4 milla Menos	How far is it from home to your school? (1/4 mile = 5 min walk) ¿Cuanto es de la casa a la escuela? (1/4 milla = 5 minutos a pie)
 Walking/Caminando □ Bus/Autobús □ Car/Carro □ Besides walking or bicycling to school, what else do you do for physical activity and how often? Además de caminar o andar en bicicleta a la escuela, ¿qué haces para activida física y con qué frecuencia? 	5-10 days	How many days in the past month have you ridden a bike (either to school or any other time)? ¿Cuántos días en el último mes ha montado una bicicleta? (Ya sea a la escuela en cualquier otro momento)	nsportation to and from school? nsporte hacia y desde la escuela? Bicycle/Bicicleta Car/Carro	1/4 mile - 1/2 mile 1/4 milla - 1/2 milla 1/2 milla - 1 milla	nool? (1/4 mile = 5 min walk) (1/4 milla = 5 minutos a pie)

6335 Ajax Ave Bell Gardens CA 90201 January 2013

Chau L. Vu 8327 Garfield Ave Bell Gardens CA 90201

To whom it may concern,

Were seniors at Bell Gardens high school trying to make a change for our community, the issue we're encountering every morning is having difficulty trying to cross the street at the intersection of Agra and El Selinda. We want to add a stop sign on North-South borderline El Selinda for the reason that even though "pedestrians go first", most drivers usually ignore the fact that there is students waiting for their turn to cross so that its safe and we don't get run over. For instance, while doing our surveys we ran into a few people that have the same problem and our concern is that not only does it affect the students at Bell Gardens high school, Cesar Chavez elementary and the pre-school on Colmar, but older citizens of this community.

I believe that by adding a stop sign to the intersection not only will it make it easier and safer for the students and citizens of bell gardens but also for all the drivers taking their children to school and trying to make it to work.

Sincerely,

Nereyda Jimenez

(323) 8/10 7791

Monica Marquez

562)419-5054

Agree that a stop sign should be added on intersection of Agra & El Selinda.	37 Schelt Sar Micry 38. A=
2. D. rall Juxous	39. Juzza
3. July July 18	40. Fry Sel
4.	41.
5. Sertina Harcia	42. fite on darga
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21 Jazmin Gomez	59. Luscience Francis
22. tolo Benifer	60. Taria Garcia.
23. Mario Benifer	61. Jesha Wafers
24. April Sanchez	62. nathan cn7
25. Marthy Campos	63. alexarwaters
26. MARIA MONTES	64. alex Cons
27. Mario Garcia 28. Christy Aporus	65. Rebeckalitaters
29. Mario agrirre	66. Othan Chuz
30. Lour des Grareis	67. Ini Carus
31. Mauca Marquet	68.
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34. Charleswaters	71. January Juneatel
35. FIDELIN TORRERO.	72. Kosa Vaca
36. ToHernando	73. Excentrato
0	The desire

To: Stephen Hilton

Our names are Stephanie Jimenez, Janet Duran, Patricia Ramos, and Marlin Rodriguez. We are students at Bell Gardens High School working on our Senior Project. Our civil action is to resolve the problem of a fast changing traffic light on Florence Ave. and Emil Ave. Our proposal is to have the city install countdown timers on the traffic lights for pedestrians can be aware of how much time they have to cross as well as drivers. We are directing this letter to you in hope of getting countdown timers installed on the traffic lights on Florence Ave. and Emil Ave. We also had neighbors sign a petition who agree that this is an issue that has caused many accidents for both pedestrians and drivers. We have enclosed a copy of the petition for you to see. We would truly appreciate it if you would help us by taking our proposal into consideration. If you would like to contact us, feel free to contact us to duranjanet133@γahoo.com or at (562) 922-4662. Thank you for your time and consideration.

Sincerely,

Bell Gardens High School Students

We are asking for signatures for a hope to fix the traffic light on Emil Ave. and Florence Ave. to prevent future accidents. Would you like to cooperate?

Estamos pidiendo firmas para tratar de arreglar la luz de	e trafico que esta en la Emil Ave. y Florence Ave.
para prevenir accidentes. Gustan Cooperar?	+ .0 2 8 .
1. Crystal Martinez	23. bonquelena Canche
2. Stophynie Jemenez	24. Maria mart
3. Karel Johnson	25(2)
4. Amorao Jimenez	26. failt fordell
5. Edwardo Jimenos	27. Wieter Souche A
6. Roura Marling	28. October NAtion
7. Agara Kofus	29. Hilda Bernal
8. Myn Mil	30. OSE SCA
9. Ismael Rodriguez	31. 10250
10. Raul Jimenez	32.
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17. maria Dauselis!	39. <u>Unit and Alaborate</u>
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19. Jeseus Saecsedo.	41. Martin Redinivez
20. muito corruso	42. Patricia Fames
21. Flmando CANCHE	43. Educin Carrent
22	44. Jazmin Carrie

January 24, 2013

Public Works Department 8327 Garfield Avenue Bell Gardens, CA 90201

To whom it may concern:

My name is Juana Bollo and the team whom I am working with is, Genesis Alvarado and Robert Castellanos. We are students at Bell Gardens High School and we are working on doing a civic action in our community, Bell Gardens.

The issue we want to present to you is about the streets of Garfield Avenue and Muller Street. During the past years, there have been several accidents and pedestrian do not feel safe crossing the street anymore, even with a crosswalk, cars refuse to stop. The crosswalk lights do not work anymore and sometimes pedestrians and children have to run across the street, they no longer see the use of the crosswalk. We did a petition regarding the safety of the streets of Garfield Avenue and Muller Street; people who live in that area signed the petition because they want the Public works to do something about their safety.

Pedestrians are petrified and have told us they do not feel safe letting their children cross due to previous accidents. Pedestrians' safety should be a first priority. We do not want any major accidents to occur in the future.

Here are some options pedestrians have asked for:

Stop lights

Improving the crosswalk lights by making them brighter

Speed feedback signs

Thank you and we very much appreciate your time.

Sincerely

Juana Bollo, student at Bell Gardens High



Bell Gardens Citywide Safety Enhancement Project

Additional Documents

- Pedestrian Accessibility Study
- Letters of Support
- Activity Center Map
- Collision Maps/Data
- Health Maps/Data

Pedestrian Accessibility Study

Prepared for: CITY OF BELL GARDENS, CALIFORNIA



PREPARED BY:



1815 E. Heim Avenue, Suite 100 Orange, CA 92865 (714) 940-0100

Project No. 6027.170

Date: May 19, 2014

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Executive Summary

The Pedestrian Accessibility Study was conducted to identify deficiencies of pedestrian-related facilities in vicinity of pedestrian activity centers in the City of Bell Gardens. It was evaluated based on connectivity to the pedestrian activity centers such as schools, Civic Center, libraries, parks, shopping centers, senior centers and apartments and bus stops.

Three (3) pedestrian activity areas have been selected and evaluated – northern, eastern and western areas. It was evaluated based on whether each street segment and intersection is equipped with the following or not.

- Countdown Signal Head
- ADA Pedestrian Ramp
- Video Detector
- High Visibility Signage
- Pavement Marker and Marking for Pedestrian and Bicyclist

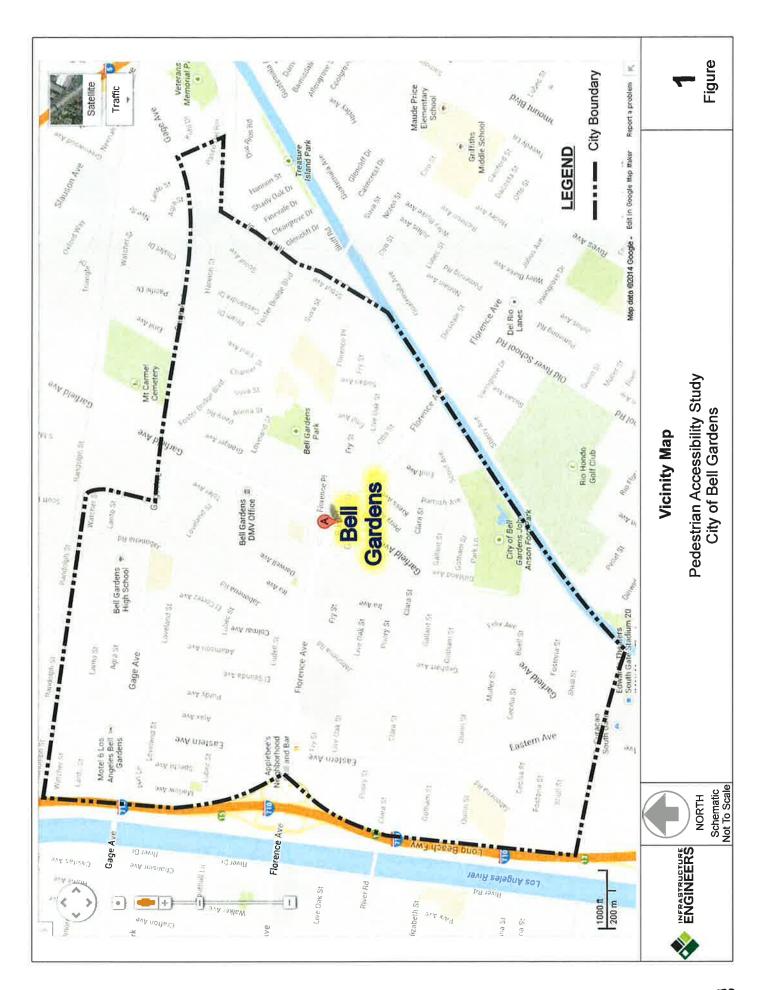
Based on the evaluations of this study, the City is recommended to implement pedestrian network and supplement this network with supporting facilities such as countdown signal heads, ADA compliant pedestrian ramps, video detectors, pavement markers and markings for pedestrians and bicyclists.

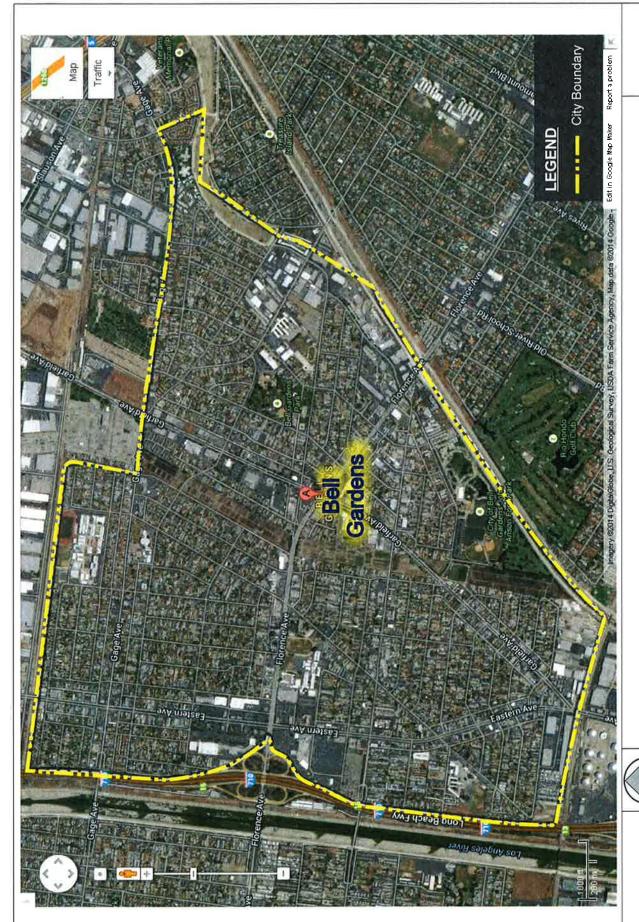


Introduction

With population of 42,757 at the 2012 Census and a total area of 2.5 square miles per the United States Census Bureau, the City of Bell Gardens is located in the southwestern region of the San Gabriel Valley, approximately 10 miles east of Los Angeles downtown and bordered by the cities of Bell and Cudahy on the west, Commerce on the north and northeast, Downey on the southeast and South Gate on the southwest.

The Pedestrian Accessibility Study was conducted to identify deficiencies of pedestrian-related facilities in vicinity of pedestrian activity centers in the City of Bell Gardens. The evaluation is based on connectivity to the pedestrian activity centers such as schools, Civic Center, libraries, parks, shopping centers, casinos, senior centers and apartments and bus stops. The corresponding roadways and conditions were reviewed by evaluating safety concerns along the candidate routes. The feasible facilities were recommended for future installation. Figure 1 presents the vicinity map and Figure 2 presents an aerial photograph.





Aerial Photograph

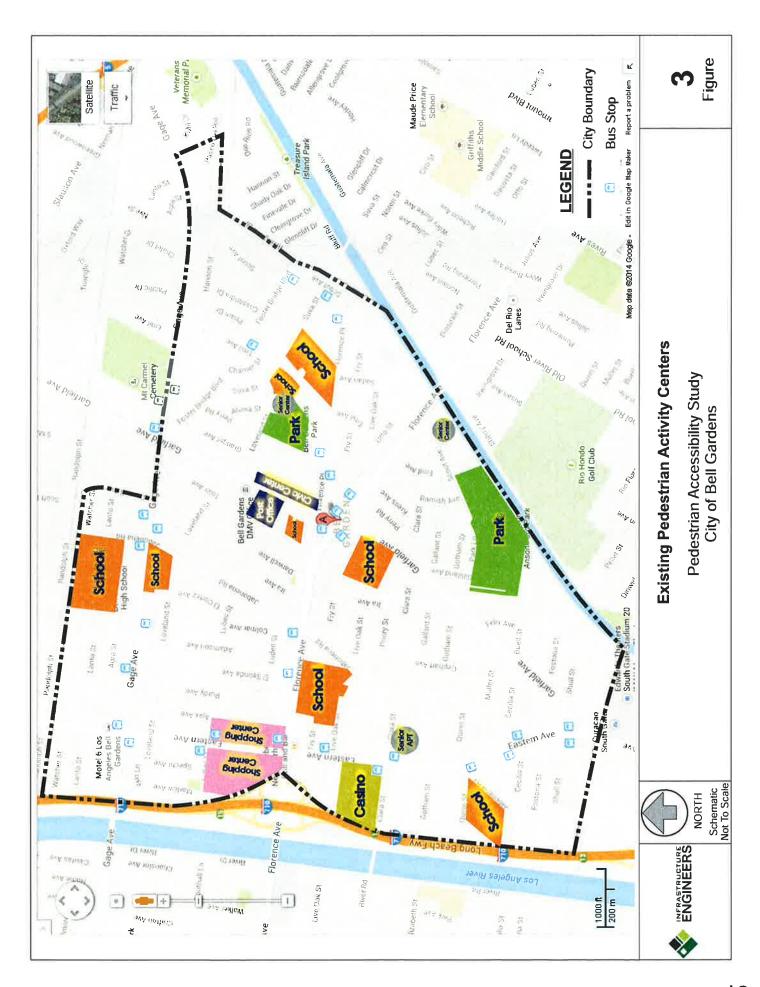
Pedestrian Accessibility Study City of Bell Gardens

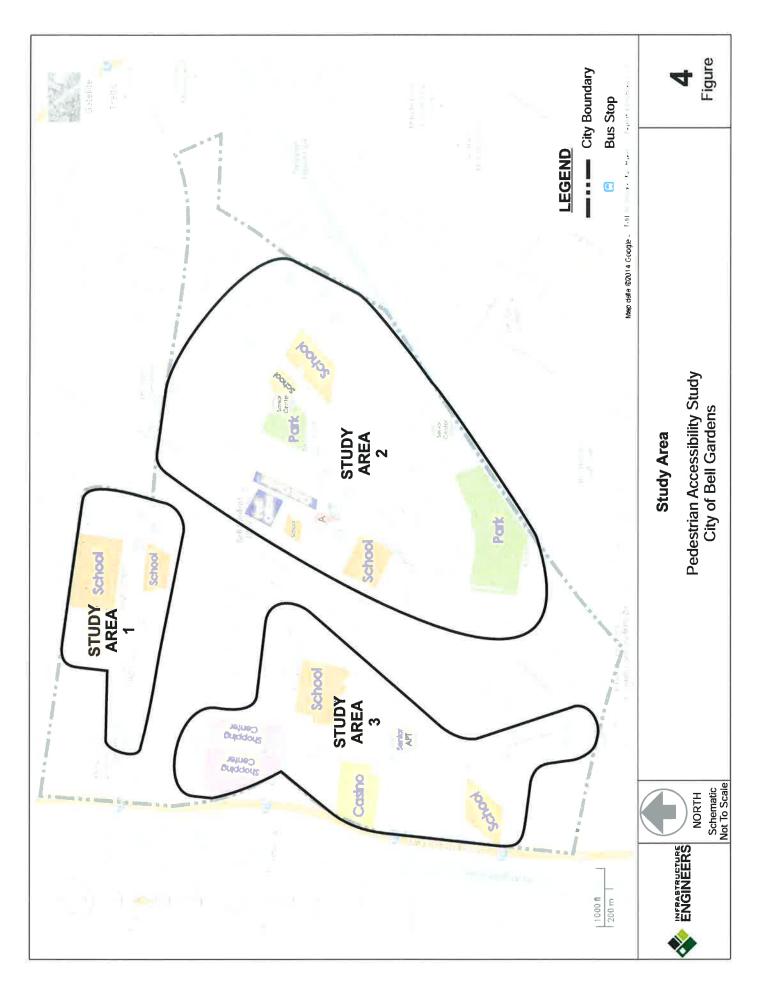
Study Area

In the City of Bell Gardens, there exist a casino; two (2) shopping centers; two (2) parks; a civic center including a city hall, a police station and a fire station; a post office, two (2) senior centers; a senior apartment; 31 bus stops; and eight (8) elementary, intermediate or high schools that are the destinations as shown in Figure 3.

As the base network for evaluation by the pedestrian accessibility study, three (3) study areas are selected based on their locations. Study Area 1 is located on the northern, while Study Area 2 on the eastern and Study Area 3 is located on the western area of the city. In Study Area 1, there are one (1) high school, one (1) elementary school and several bus stops along Gage Avenue. Study Area 2 has four (4) schools, a civic center including a city hall, a police station and a library, a post office, two (2) parks and two (2) senior centers and several bus stops. There are two (2) schools, one (1) casino, one (1) senior apartment, two (2) shopping centers, and several bus stops in Study Area 3 as presented in Figure 4.







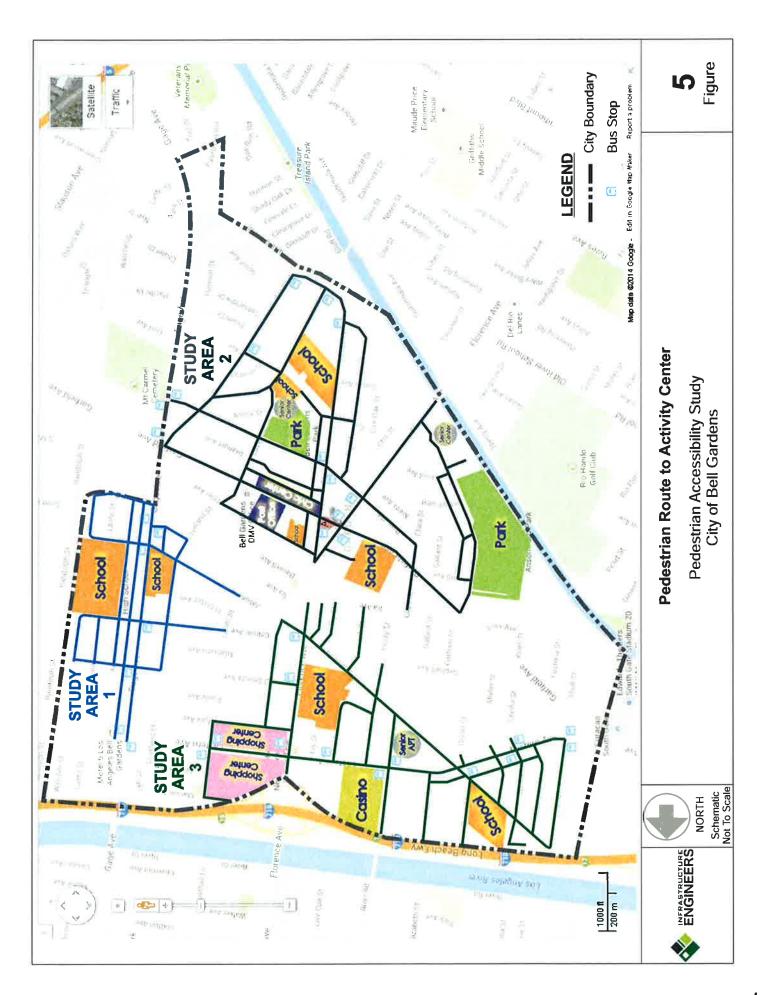
Current Condition of Signalized Intersection

For the 37 signalized intersections in the City of Bell Gardens, Google Earth was utilized and then field investigation was conducted to confirm the various conditions including whether each signalized intersection is equipped with video detectors, ADA compliant pedestrian ramps and countdown signal heads. Table 1 shows the current conditions of each evaluation item, and Figure 5 shows pedestrian routes to pedestrian activity centers.



Table 1 Current Condition of Signalized Intersection

			,		Deto	r	AD	A Cor					edes	Count trian (Yes	Signa / <u>N</u> o)	l Hea		
1 1	North-South Roadway	East-West Roadway	NB	(<u>Y</u> es	/No) EB	wв	NW	(Yes	/ No)	sw	_	W E-W		E-W		E-W	N-S	W E-W
	Eastern Ave	Watcher St	N	N	N	N	Υ	N	N	Υ	N	N	N	N	N	N	N	N
2 E	Eastern Ave	Gage Ave	N	N	N	N	N	N	N	N	N	N	N.	N	N	N	N	N
3 E	Eastern Ave	Loveland St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
4 E	Eastern Ave	Lubec St	N	N	N	N	N	Υ	Υ	N	N	N	N	N	N	N	N	N
5 E	Eastern Ave	Market Pl/Los Jardines	Υ	Υ	Υ	Υ	N	N	N	N	N	N	N	N	N	N	N	N
6 E	astern Ave	Florence Ave	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	N	N	N	N	N	N	N	N
7 E	Eastern Ave	Fry St	Υ	Υ	Υ	Υ	N	N	N	Υ	N	N	N	N	N	N	N	N
	astern Ave	Live Oak St	N	N	N	N	Υ	N	N	Υ	N	N	N	N	N	N	N	N
	Eastern Ave	Clara St	Υ	Υ	Υ	Υ	N	N	Υ	Υ	N	N	N	N	N	N	N	N
10 E	Eastern Ave	Jaboneria Rd	Υ	Υ	Υ	Υ	Y	Υ	Υ	Υ	N	N	N	N	N	N	N	N
11 E	astern Ave	Muller St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
12 E	astern Ave	Garfield Ave	N	N	-	N	N	N	N	N	N	Υ	N	Υ	N	Υ	Υ	Υ
13 J	aboneria Rd	Gage Ave	N	N	N	N	N	N	N	N	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ
14 J	aboneria Rd	Loveland St	N	N	N	N	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ
15 J	aboneria Rd	Florence Ave	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Y
16 J	aboneria Rd	Clara St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
17 0	Sarfield Ave	Gage Ave	N	N	N	N	N	N	N	N	Υ	Υ	Υ	Υ	Υ	Y	Υ	Υ
18 0	Garfield Ave	Loveland St	N	N	N	N	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ
19 0	Sarfield Ave	FIRE STATION	N	N	N	N	Υ	Υ	2			N		N				2
20 0	Garfield Ave	Florence Pl	N	N	N.	N	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ
21 0	Sarfield Ave	Florence Ave	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ
22 0	Sarfield Ave	Clara St	N	N	N	N	N	N	N	N	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ
23 0	Garfield Ave	Ira Ave/Park Ln	N	N	N	N	Y: N	Υ	Υ	N(4)	N	N	N	N	N	N	N	N
24 0	Sarfield Ave	Cecilia St	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
25 E	l Selinda Ave	Gage Ave	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
26 C	Colmar Ave	Gage Ave	N	N	N	N	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ
27 [Darwell Ave	Gage Ave	N	N	N	N	N	N	Υ	Υ	N	N	N	N	N	N	N	N
28 E	mil Ave	Gage Ave	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
29 C	Chalet Dr	Gage Ave	N	N	N	N	N(2)	N	N	N(2)	N	N	N	N	N	N	N	N
30 0	Greenwood Ave		N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
31 A	Ajax Ave	Florence Ave	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ
32 E	l Selinda Ave	Florence Ave	N	N	N	N	Υ	Υ	-	Υ	N	N	N	N	N	N	N	N
33 li	ra Ave	Florence Ave	N	N	N	N	Υ	Υ	Ý	Υ	N	N	N	N	N	N	N	N
34 P	erry Rd	Florence Ave	N	N	N	N	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ	Υ
_	mil Ave	Florence Ave	N	N	N	N	Υ	Υ	Υ	Υ	N	N	N	N	N	N	N	N
36 S	cout Ave	Florence Ave	N	N	N	N	Y	Υ	Υ	Υ	N	N	N	N	N	N	N	N
_	mil Ave	Clara St	N	N	N	N	Υ	Υ	N	N	Υ	N	Υ	Υ	N	Υ	N	Υ

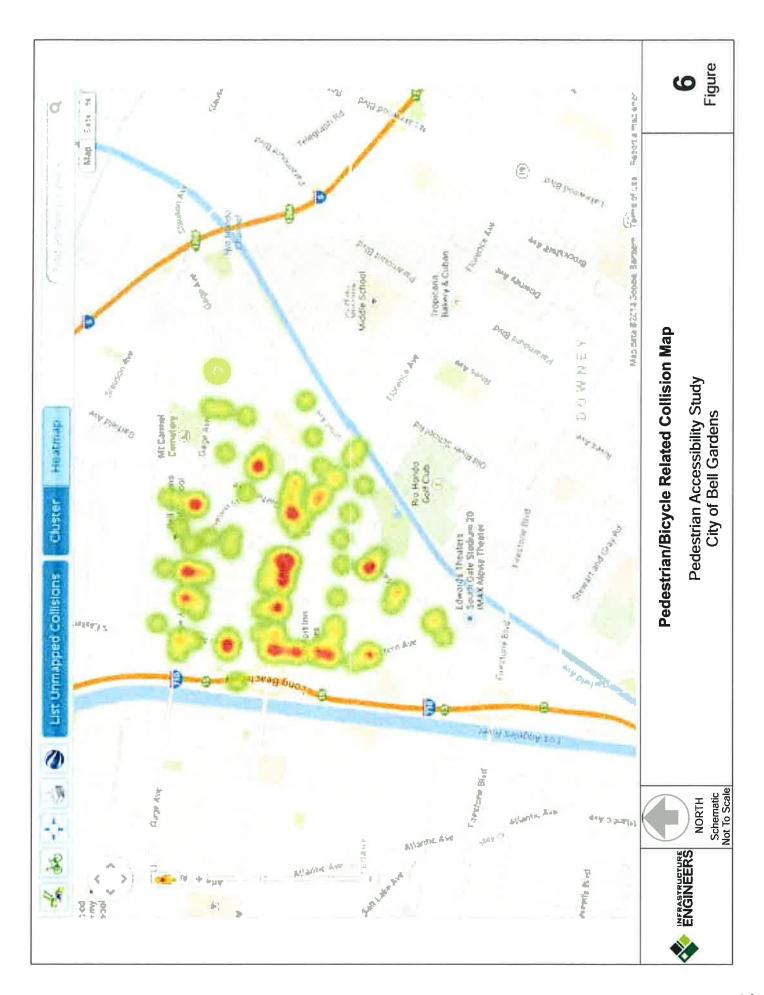


Pedestrian and Bicycle Collision History

As Table 2 presents, 72 pedestrian collisions and 77 bicycle collisions were reported during 1/1/2008 to 12/31/2012. Among them, pedestrian right-of-way related is the highest, pedestrian violation related is the second, both automobile right-of-way and traffic signal and sign related is the third, and wrong side of roadway related is the fifth highest primary collision factor of violation. Figure 6 shows the higher collision locations with red color. Florence Avenue, Eastern Avenue, Garfield Avenue and Gage Avenue are the high collision street segments.

Table 2 Pedestrian/Bicycle Condition History of the City of Bell Gardens

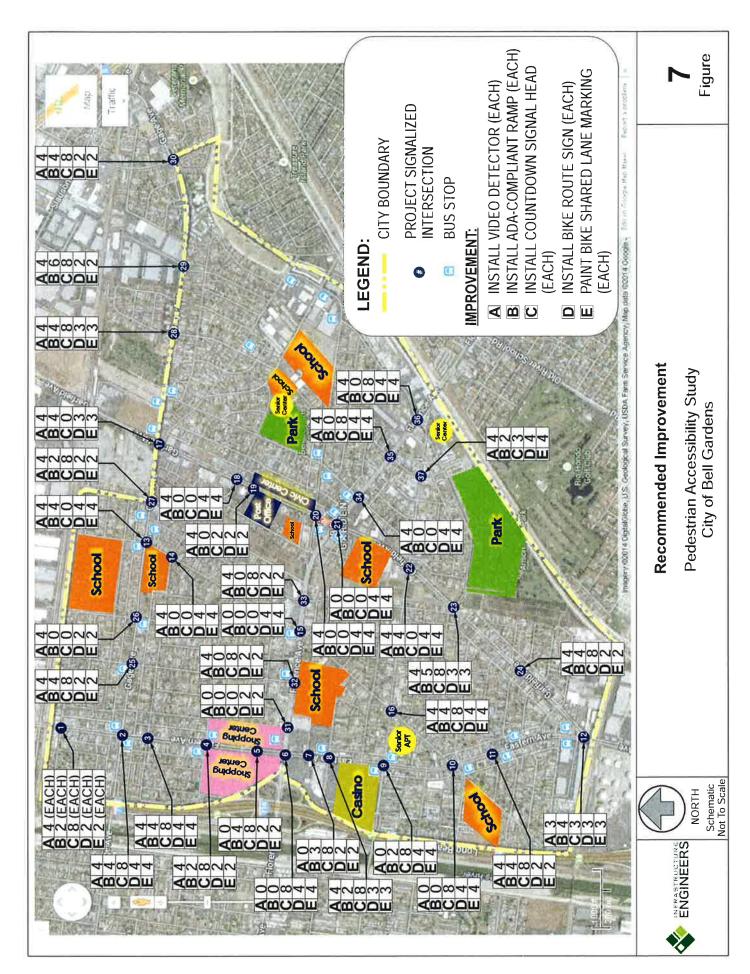
Waming: 2012 data is provisional a	and inc	complete				Download Data Save Quer
PCF Violation			Type of Collision			Current Selection
01 - Driving or Bicycling Under the	2	1.4%	A - Head-On	7	4.8%	Dates
Influence of Alcohol or Drug			B - Sideswipe	8	5.4%	01/01/2008 - 12/31/2012
02 - impeding Traffic	0	0%	C - Rear End	2	1.4%	Counties: Los Angeles
03 - Unsafe Speed	2	1.4%	D - Broadside	53	36.1%	Cities: Bell Gardens
04 - Following Too Closely	0	0%	E - Hit Object	0	0%	20, 1, 1, 2, 2, 1
05 - Wrong Side of Road	18	12.2%	F - Overturned	0	0%	Pedestrian Collision YES
06 - Improper Passing	0	0%	G - Vehicle/Pedestrian	65	44.2%	
07 - Unsafe Lane Change	3	2%	H - Other	θ	5.4%	Micycle Collision YES
08 - Improper Turning	3	2%	Not Stated	4	2.7%	.125
09 - Automobile Right of Way	19	12.9%				
10 - Pedestrian Right of Way	33	22.4%	Collision Severity			
11 - Pedestrian Violation	26	17.7%	1 - Fatal	5	3 4%	
12 - Traffic Signals and Signs	19	12.9%	2 - Injury (Severe)	7	4.8%	
13 - Hazardous Parking	0	0%	3 - Injury (Other Visible)	64	43.5%	
14 - Lights	0	0%	4 - Injury (Complaint of Pain)	71	48.3%	
15 - Brakes	0	0%				
16 - Other Equipment	0	0%	State Highway			
17 - Other Hazardous Violation	8	5.4%	YES	1	0.7%	
18 - Other Than Driver (or Pedestrian)	0	0%				
19-	G	0%	Vehicle involvement			
20 -	0	0%	Pedestrian Collision	72	49%	
21 - Unsafe Starting or Backing	1	0.7%	Motorcycle Collision	1	0.7%	
22 - Other Improper Driving	2	1.4%	Bicycle Collision	77	52.4%	
23 - Pedestrian or Other Under the Influence of Alcohol or Drug	0	0%	Truck Collision	1	0.7%	
24 - Feli Asleep	0	0%				
00 - Unknown	5	3 4%				
Not Stated	6	4.1%				



Recommended Improvement

Recommended improvements include installation of countdown pedestrian signal heads, video detectors, ADA compliant pedestrian ramps, high visibility signs, pavement markers and markings for pedestrians and bicyclists as presented in Figure 7 for pedestrians and bicyclists.





Conclusions and Recommendations

The Pedestrian Accessibility Study was conducted to identify deficiencies of pedestrian-related facilities in vicinity of pedestrian activity centers in the City of Bell Gardens. It was evaluated based on connectivity to the pedestrian activity centers such as schools, Civic Center, libraries, parks, shopping centers, senior centers and apartments and bus stops.

Three (3) pedestrian activity areas have been selected and evaluated – northern, eastern and western areas. It was evaluated based on whether each street segment and intersection is equipped with the following or not.

- Countdown Signal Head
- ADA Pedestrian Ramp
- Video Detector
- High Visibility Signage
- Pavement Marker and Marking for Pedestrian and Bicyclist

Based on the evaluations of this study, the City is recommended to implement pedestrian network and supplement this network with supporting facilities such as countdown signal heads, ADA compliant pedestrian ramps, video detectors, pavement markers and markings for pedestrians and bicyclists.





CITY OF BELL GARDENS PUBLIC WORKS DEPARTMENT

8327 GARFIELD AVENUE • BELL GARDENS, CALIFORNIA 90201-6122 (562) 806-7770 FAX (562) 806-7789 • WWW.BELLGARDENS.ORG

May 13, 2014

Caltrans
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

RE:

Letter of Support and Project Endorsement City of Bell Gardens, Traffic and Safety Commission

To whom it may concern,

The City of Bell Gardens Traffic and Safety Commission at their May 13, 2014 Meeting supported the safety improvements and endorses the project's scope work for the Active Transportation Program Grant Application.

The Commission took an active role in public outreach for the project. The Commission, as the members of the community, are active in the community and want to address public improvements deficiencies.

The Commission members have provided advise and recommendations for the City. The Commission affirms that walking in Bell Gardens is a necessity not recreation. Our residents and tenants walk to get to school, to work, to post office, transit stops and parks.

The Commission is in concurrence with the proposed pedestrian and bicycle improvements. The goal of the project is to construct safety improvements for pedestrians and bicyclists. The project will construct pedestrian countdown signals, street lighting, ADA access improvements, potential mid-block signalized crosswalks if warranted and other site specific safety improvements.

If you have any further questions, please feel free to the Secretary to the Commission at 562-806-7770.

Sincerely,

Sally Hoyt, Chairperson

Nancy Amaya, Commissioner

Rosa Galvan, Commissioner

Jayson Gavilanes, Commissioner



Montebello Unified School District

Arthur P. Revueltas, Deputy Superintendent 123 South Montebello Boulevard, Montebello, CA 90640 Phone: (323) 887-7922 • Fax (323) 887-5893

April 3, 2014

Chau L. Vu, Director of Public Works City of Bell Gardens 8327 S. Garfield Avenue Bell Gardens, CA 90201

Subject: Letter of Support - Active Transportation Plan Proposal

Dear Ms. Vu:

I am writing this letter in support of the City of Bell Gardens grant application for an active transportation plan. The City of Bell Gardens is dedicated to improving mobility and safety in the community and has a proven track record of implementing projects with the school district's collaboration.

The Montebello Unified School District is pleased to support the City of Bell Gardens in their effort to develop an active transportation plan. Pedestrian safety is a concern for the school district and this plan will address key barriers and needs throughout the city.

The Montebello Unified School District has been a partner with the city on past Safe Routes to School projects and believes that this project will greatly benefit the school community and improve the state of our community as a whole.

Sincerely,

Arthur P. Revueltas Deputy Superintendent

APR:dg



April 14, 2014

Chau L. Vu, Director of Public Works City of Bell Gardens 8327 S. Garfield Avenue Bell Gardens, CA 90201

Subject:

Letter of Support - Active Transportation Plan Proposal

Dear Ms. Vu:

I am writing this letter in support of the City of Bell Gardens grant application for an active transportation plan. The City of Bell Gardens is dedicated to improving mobility and safety in the community and has a proven track record of implementing projects in collaboration with the Bell Gardens Police Department.

The Bell Gardens Police Department is pleased to support the City of Bell Gardens in their effort to develop an active transportation plan. Transportation safety is a concern for our department and this plan will address key barriers and needs throughout the city.

The Bell Gardens Police Department is a partner of the city and believes that this project will greatly benefit this community and improve the state of our region as a whole.

Sincerely,

Robert E. Barnes, Chief of Police

City of Bell Gardens Police Department



Eco-Rapid Transif, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a high speed, grade separated transif system that is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that will benefit Southern California. The Authority is composed of the following public agencies:

April 3, 2014

Chau L. Vu, Director of Public Works City of Bell Gardens 8327 S. Garfield Avenue Bell Gardens, CA 90201

Subject: Letter of Support - Active Transportation Plan Proposal

Dear Ms. Vu:

I am writing this letter in support of the City of Bell Gardens grant application for an active transportation plan. The City of Bell Gardens is dedicated to improving mobility and safety in the community and has a proven track record of implementing projects through regional collaboration.

The ECO-RAPID TRANSIT is pleased to support the City of Bell Gardens in their effort to develop an active transportation plan. Transportation is a necessity for this underserved area and this plan will address key barriers and needs throughout the city and the region.

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a new rail transit line linking Cerritos to Downtown Los Angeles (West Santa Ana Line). ECO-RAPID TRANSIT has been a partner with the city and believes that this project will greatly benefit the transit community, connect transit stations and improve the state of our region as a whole.

Sincerely,

Michael R. Kodama Executive Director

City of Artesia

City of Bell

City of Bell Gardens

City of Bellflower

City of Cerritos

City of Cudahy

City of Downey

City of Glendale

City of Huntington Park

City of Maywood
City of Paramount

•

City of Santa Clarita

City of South Gate

City of Vernor

Burbank-Glendale-Pasadena Airport Authority

Chairman

Luis Marquez Mayor Pro Tem City of Downey

Vice Chairman

Maria Davila Council Member City of South Gate

Secretary

Rosa E. Perez Vice Mayor City of Huntington Park

Treasurer

Michael McCormick Mayor City of Vernon

Auditor

Scott A. Larsen Council Member City of Bellflower

Executive Director

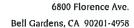
Michael R. Kodama

General Counsel

Teresa L. Highsmith

Ex-Offici

Rene Bobadilla City Manager Representative





Where Caring Becomes Doing

April 7, 2014

Chau L. Vu, Director of Public Works City of Bell Gardens 8327 S. Garfield Avenue Bell Gardens, CA 90201 APR 10 2014 To State Weeks Cook

Tel (562) 806,5400
Fax (562,806,5394
www.hsala.org
agency@hsala.org

Subject: Letter of Support - Active Transportation Plan Proposal

Dear Ms. Vu:

I am writing this letter in support of the City of Bell Gardens grant application for an active transportation plan. The City of Bell Gardens is dedicated to improving mobility and safety in the community and has a proven track record of implementing projects within disadvantaged communities.

The Human Services Association is pleased to support the City of Bell Gardens in their effort to develop an active transportation plan. Transportation is a necessity for disadvantaged communities and this plan will address key barriers and needs throughout the city.

Human Services Association (HSA) is a private nonprofit agency whose principal mission is to enhance the cultural, ethical, and social consciousness of underprivileged children, adults, senior citizens, and families through staff leadership. HSA was founded in Bell Gardens in 1940 as an outreach effort of the Presbyterian Church USA, when floods in the area highlighted the pre-existing and growing problems of poverty in Bell Gardens and surrounding southeast Los Angeles County communities. Today, HSA serves over 20,000 clients annually on a non-sectarian basis with a range of services that addresses the unique and shared needs of clients of all ages.

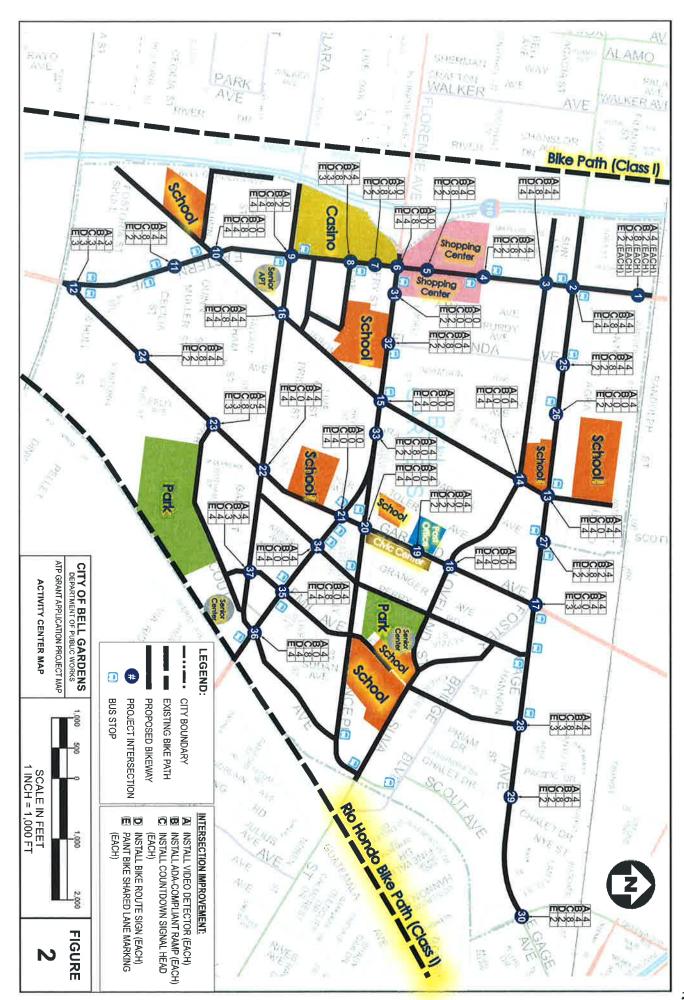
HSA is a partner with the city and believes that this project will greatly benefit disadvantaged communities and improve the state of our community as a whole.

Sincerely,

Leticia D. Chacon, CEO

Human Services Association

D.Ch



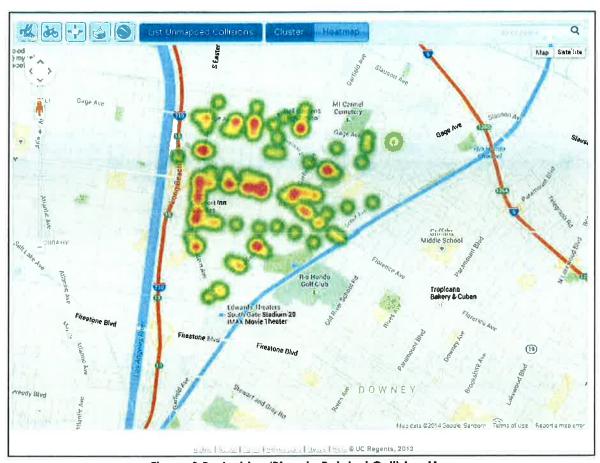
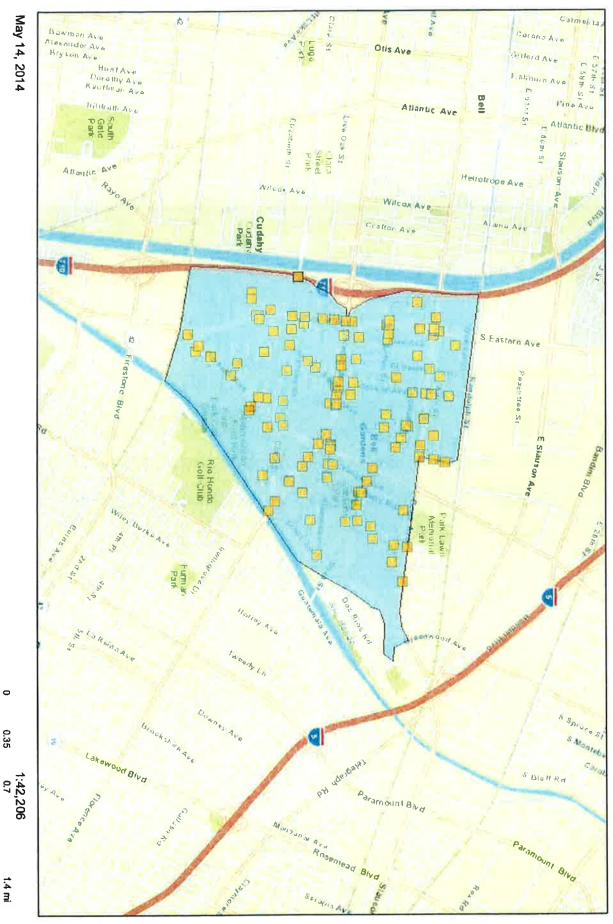


Figure 3 Pedestrian/Bicycle Related Collision Map

SWITRS Collisions from 1-1-06 to 12-31-11, BELL GARDENS, LOS ANGELES



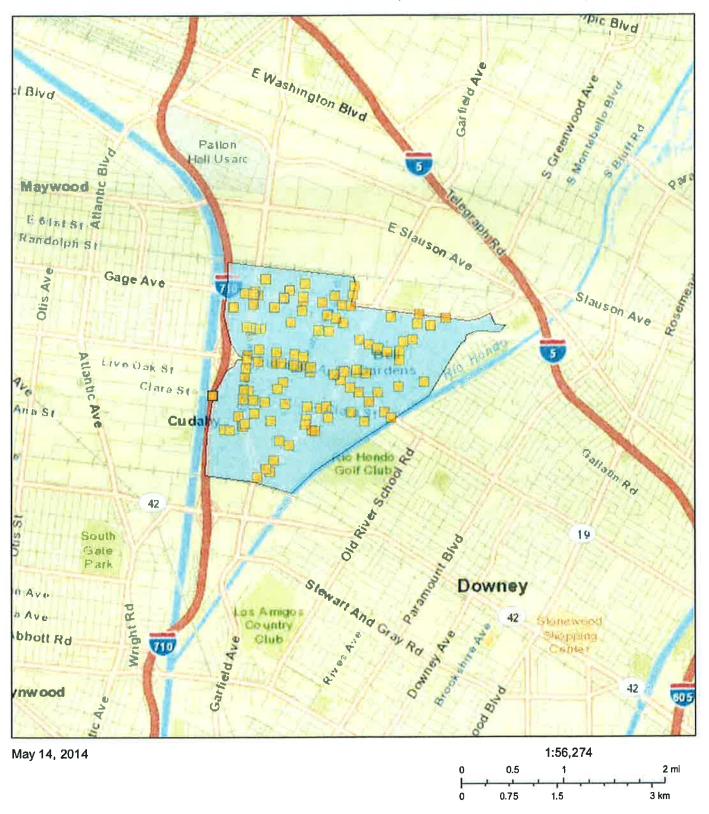
Sources: Esri, HERE, DeLorme, USGS, Intermap, Increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thelland).

0,5

2 Km

Made by: SWITRS GIS Map et TIMS (http://tims.berkeley.edu)

/ITRS Collisions from 1-1-06 to 12-31-11, BELL GARDENS, LOS ANGEL



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METi, Esri China (Hong Kong), Esri (Thailand), TomTorn, MapmyIndia, @ OpenStreetMap contributors, and the GIS User Community

COLLISION DIAGRAM

Primary Street:

Secondary Street:

Time Period:

Agency Name:

Mapping Sum	mary
Fatal Collision	4
Injury Collision	139
Mapped	143
Not Drawn	16

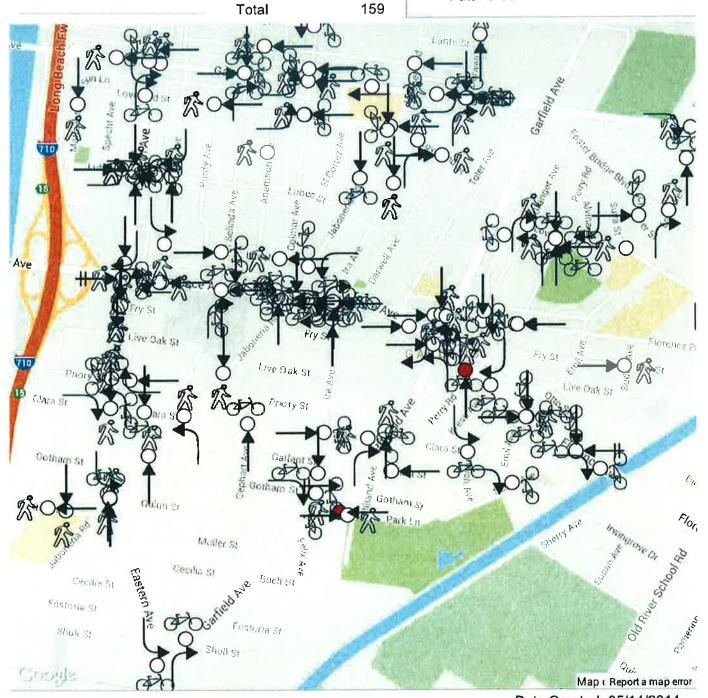
→ Straight
→ Overturned

→ Left Turn
→ Ran Off Road

→ Right Turn
→ Stopped
→ U-Turn
→ Parked

☆ Pedestrian
→ Bicycle
→ Injury Crash

Fatal Crash



Date Created: 05/14/2014 Created by TIMS (http://tims.berkeley.edu) © UC Regents, 2013

Collision Diagram

Primary Street:

Secondary Street:

Time Period:

Agency Name:

Mapping Summary
Fatal Collision 4
Injury Collision 139

Mapped 143
Not Drawn 16

Mapping Summary

Fatal Collision 4
Injury Collision 139

Mapped 143
Not Drawn 16

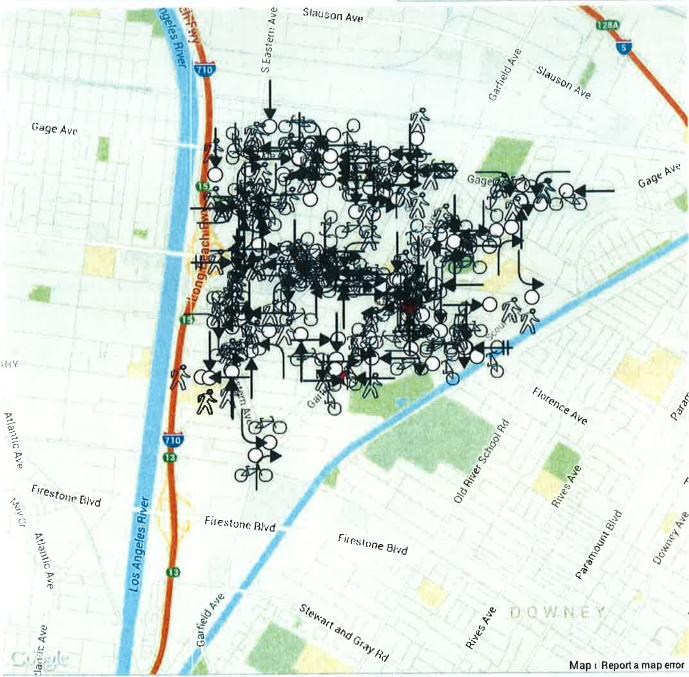
Straight → Overturned

Ran Off Road

Right Turn → Stopped

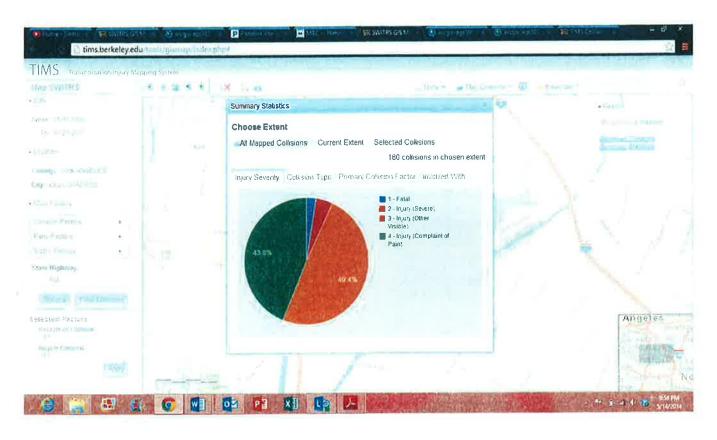
D-Turn → Parked

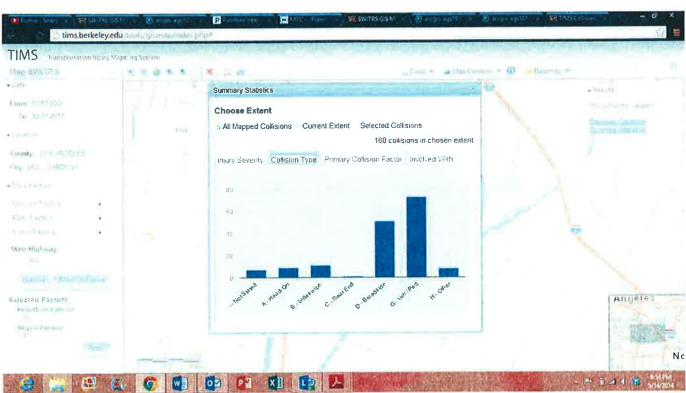
Pedestrian → Deduct → De

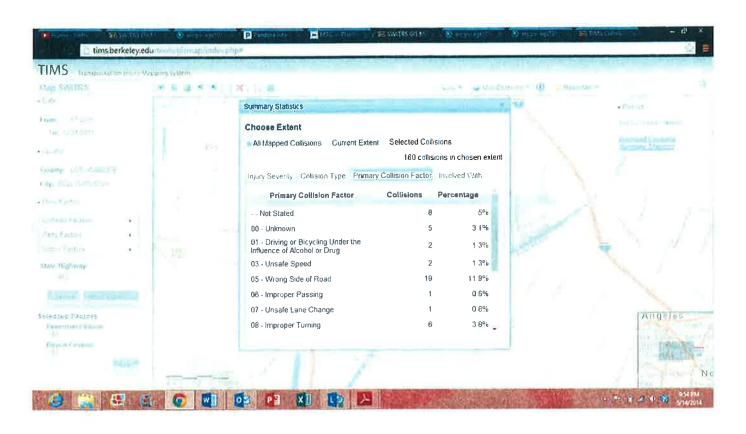


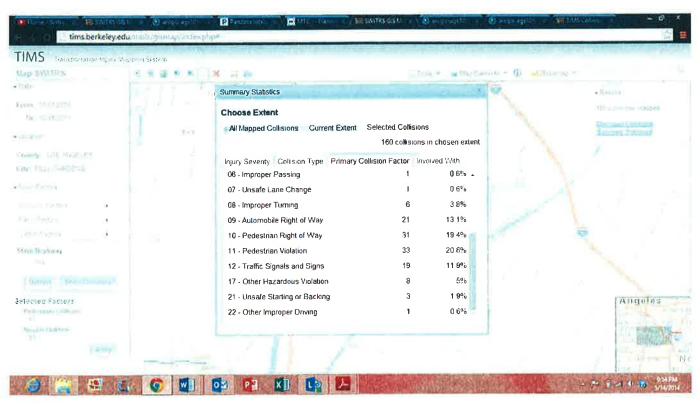
Date Created: 05/14/2014

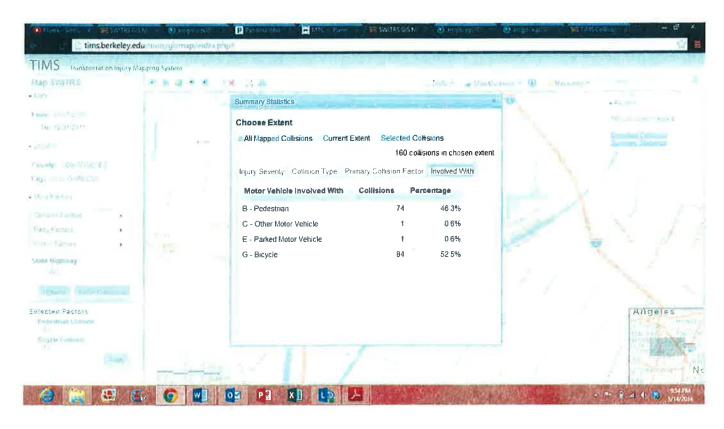
Created by TIMS (http://tims.berkeley.edu) © UC Regents, 2013

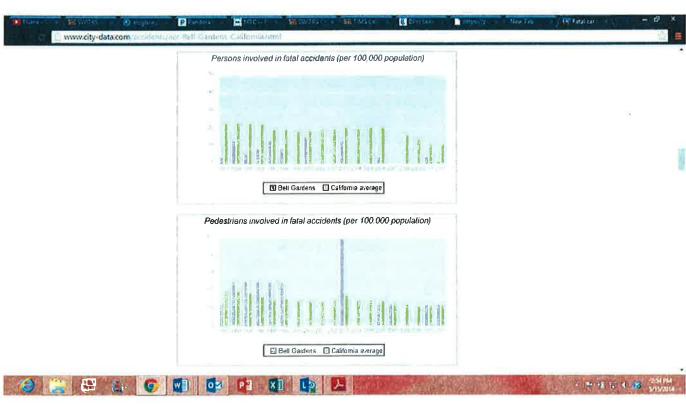












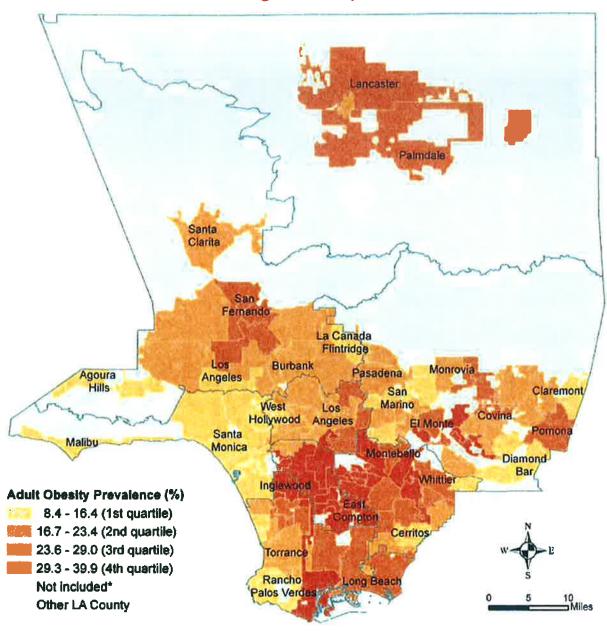


Figure 1: Adult Obesity Prevalence by City and Community, Los Angeles County, 2007

^{*} Population < 5,000 and communities with non-discrete boundaries

Table I: Adult and Child Obesity, and Mortality Rates for Diabetes, Stroke, and Coronary Heart Disease by City and Community, Los Angeles County

City/Community	Adult Obesity Prevalence 2007†			Child Obesity Prevalence 2008¶		Diabetes Mortality 2004-2008		Stroke Mortality 2004-2008		CHD Mortality 2004-2008	
City/Community	Percent	95% CI	Rank & Quartile	Percent Rank & Quartile		Death Rate per 100,000 Rank & Quartile		Death Rate per 100,000 Rank & Quartile		Death Rate per 100,000	Rank & Quartile
Los Angeles County	23.95	22.5-25.2	n/a	23.0	n/a	25	n/a	40	n/a	161	n/a
Agoura Hills	13.4	11.4-15.8	18	5.3	4	-	-	48	98	143	48
Alhambra	16.7	14.7-19.3	33	16.2	33	22	31	37	36	138	43
Alondra Park	27.1	23.9-30.9	85	31.3*	112		-	-	-	177	99
Altadena	20.4	17.7-23.7	49	25.8*	71	17	12	40	58	147	55
Arcadia	13.9	12.3-15.9	19	10.1	12	13	4	32	16	123	22
Artesia	20.9	18.3-24.2	53	25.5*	70	32	70	46	-93	166	83
Avocado Heights	26.2	23.2-29.6	81	29.3*	702	48	97	52	103	168	84
Azusa	27.0	24.1-30.2	83	24.6	67	33	75	37	36	165	82
Baldwin Park	29.4	25.8-33.4	99	28.7	94	28	50	37	36	156	65
Bell	29.4	25.3-33.9	99	29.0	9.7	40	67	35	26	129	27
Bell Gardens	29.4	25.4-33.9	99	29.4	104	45	94	41	69	175	95
Bellflower	25.2	21.8-29.1	74	23.4	64	31	66	43	83	197	10182
Beverly Hills	10.4	8.4-12.9	4	5.4	5	12	1	30	10	98	5
Burbank	18.5	16.2-21.1	42	16.9	35	15	7	41	69	157	70
Calabasas	12.3	10.5-14.5	10	5.0	2	4	74	1	3	220	136
Carson	24.7	21.1-29.1	71	25.8	71	29	5.4	46	91	156	65
Cerritos	12.4	9.9-15.8	13	15.2	30	22	31	38	45	136	37
Charter Oak	23.8	20.6-27.6	66	-	7.	30	63	39	53	173	92
Citrus	27.2	24.3-30.6	86	21.3*	53	30	63	40	58	188	107
Claremont	14.2	12.2-16.6	21	14.6	25	20	20	37	36	195	111
Commerce	30.2	26.6-34.1	109	31.3*	112	38	8.2	-		157	7.0
Compton	39.1	34.1-44.4	125	29.0	97	51	99	61	110	211	120
Covina	25.2	21.6-29.2	74	21.1	50	30	63	40	58	151	60
Cudahy	29.5	25.4-34.0	104	29.2	101	39	84	39	53	137	41
Culver City	14.7	12.3-17.7	23	16.2	33	24	35	41	69	153	64
Del Aire	26.6	23.2-30.5	82	20.2*	46	-	-	40	58	158	72
Diamond Bar	14.8	12.9-17.2	24	13.9	23	21	30	34	21	133	35
Downey	24.3	21.3-27.9	69	21.2	51	28	50	42	75	159	74
Duarte	24.2	21.6-27.3	68	20.1	44	20	20	40	58	194	110
East Compton	39.9	35.0-45.1	127	-		-	194	59	108	201	116
East La Mirada	25.9	22.3-30.1	76	23.2	62	-	:	42	75	169	86
East Los Angeles	30.9	27.1-35.3	112	32.9	116	40	87	41	69	145	51
East Pasadena	16.0	14.0-18.4	29	-	<u> </u>	-	-	-	_	105	9
East San Gabriel	15.2	13.5-17.4	26	13.7*	22		: -	34	21	112	11
El Monte	27.9	24.6-31.5	89	28.3	92	28	50	36	30	156	65
El Segundo	16.8	14.3-19.9	35	11.4	15	: <u>~</u>	_	44	86	164	79
Florence-Graham	38.7	34.5-43.2	124	31.0	110	45	194	38	45	180	100
Gardena	25.0	22.1-28.6	73	27.3	81	31	66	40	58	164	79
Glendale	17.2	15.2-19.7	38	18.2	38	20	20	34	21	151	60
Glendora	21.3	18.6-24.4	55	10.9	14	20	20	40	58	189	108

[†] Adult obesity is defined as having a body mass index (BMI) of 30 kg/m2 or above.

1st quartile (0-24th percentile)

2nd quartile (25th-49th percentile)

n/a not applicable

* Interpret with caution: Estimate is based on a student group size of less than 500.

3rd quartile (50th-74th percentile)

Data not presented: Child obesity data are due to small student group sizes (<50); mortality data are
due to limited number of deaths (<20).

4th quartile (75th-100th percentile)

6 Los Angeles County Department of Public Health

T Child obesity is defined as having a gender-specific BMI-for-age of 95th percentile or above:

[§] County overall estimate for adult obesity is slightly different from previously reported because we factored in follow-up height and weight questions.

East (SPA 7) 6,914 deaths 55,750 years of life lost

	Leading causes of	f deat	h	Leading causes of premature** death					
Rank	Cause of death	No. of deaths	Premature death rank	Rank	Cause of death	Years of life lost*	Death rank		
1.	Coronary heart disease	1,463	1,	1.	Coronary heart disease	6,661	1		
2.	Stroke	426	6.	2.	Homicide	3,978	16		
3.	Emphysema/COPD	339	17.	3.	Liver disease	3,417	8.		
4.	Diabetes	302	8.	4.	Motor vehicle crash	3,019	16.		
5.	Lung cancer	299	7.	5.	Suicide	2,210	19.		

Hispanic 13,751 total deaths 164,932 years of life lost*

	Leading causes o	f deat	h	Leading causes of premature** death					
Rank	Cause of death		Premature death rank	Rank	Cause of death	Years of life lost*	Death rank		
1.	Coronary heart disease	2,555	1.	1.	Coronary heart disease	16,145	1.		
2.	Stroke	780	7.	2.	Homicide	15,301	9.		
3.	Diabetes	690	8.	3.	Motor vehicle crash	10,796	12.		
4.	Liver disease	587	4.	4.	Liver disease	10,262	4.		
5.	Lung cancer	441	12.	5.	Suicide	7,943	18.		
6.	Pneumonia/influenza	399	22.	6.	Drug overdose	6,284	20		
7.	Alzheimer's disease	376	51.	7.	Stroke	5,453	2.		
8.	Emphysema/COPD	345	28.	8.	Diabetes	5,225	3.		
9.	Homicide	328	2.	9.	Leukemia	3,760	22.		
10.	Nephritis	306	18.	10.	Breast cancer	3,568	14.		